

Rockville Pike Plan Planning Commission Public Hearing Draft						
Summary of Testimony Received from 12/29/2010 through 09/30/2011						
Information Source	Date Recorded	Exhibit No.	Issue/Topic	Summary of Comments	Staff Response to Planning Commission	Planning Commission Comments
Herb Winkler 523 Beall Avenue Rockville, MD	1/3/2011	1	Bikes	Proposes a dedicated bike path west of the Pike that links Town Center with existing path behind RMHS and links to Bethesda Trolley Trail. Bikes and buses in same lane can be hazardous.	The Draft Plan supports bicycle circulation and connectivity. In addition, the 2002 Comprehensive Master Plan (CMP) notes that the Pike corridor lacks safe & efficient bike routes and recommends that any proposed development of all or some of Woodmont CC site should address feasibility of providing a pedestrian/bikeway connection to the Millenium Trail along Wootton Pkwy. The 2004 Bikeway Master Plan recommends an 8-ft. shared-use path on west side of MD 355; 6-ft. sidewalk on east side, both separated from road and parking lots. There are limited options for a bike trail on the east side of the north and middle Pike. A shared bus/bike lane as proposed in the Plan is not considered ideal but is an improvement over existing conditions. The boulevard concept attempts to accomodate multiple modes of travel more efficiently and safely. The concepts of connecting to a broader bicycle network and of a shared bus/bike lane on the Pike should be further explored in one of the transportation work sessions.	
Dr. Alan Kaplan 701 King Farm Blvd. #328 Rockville, MD 20850	1/5/2011	2	Future plans for north corridor area, CCT	Asked about plans in area of Shady Grove Metro and King Farm Blvd. relating to CCT.	This is not part of the Pike study area. However, this issue is being discussed in other contexts within the City. It may be appropriate to determine at a later date if conclusions from this Draft Plan will also apply to MD 355 north of the study area.	
Joseph C. McClane 216 Halpine Walk Ct. Rockville, MD 20851	1/5/2011	3	Plan vision	"I think the draft plan represents forward thinking and conforms to modern ideas about urban land use."	The first work session will address the Draft Plan vision and core recommendations.	
Rockville resident, Maryvale neighborhood	1/8/2011	4	Commerical development in East Rockville; Traffic light signalization	Maryvale resident wants more commercial development @ Park Rd & N. Stonestreet. Town Square is great but disconnected from neighborhoods east of Metro. Also suggests left turns be "yield on green" to reduce waiting times at intersections and adjusting signal timings.	The Park Rd./Stonestreet intersection and Town Square are not part of the Pike study area. The 2004 East Rockville Neighborhood Plan recommends realigning and reconfiguring Stonestreet Avenue and redeveloping the area with low density mixed uses with retail on ground floors. Left turn arrows are used to allow vehicles to cross three lanes of traffic safely and to allow pedestrians to cross side streets without conflicting with vehicles turning from the main road. Signal timing is continuously monitored by the County's Transportation Management Center to balance optimal progression along the Pike with allowing sufficient time for vehicles on the side streets to enter the Pike.	
Joseph C. McClane 216 Halpine Walk Ct. Rockville, MD 20851	1/10/2011	5	City spending priorities	City needs to prioritize spending. In favor of City being proactive on Pike Plan and using professional consultants. Not in favor of subsidizing Redgate golf course.	City spending priorities are Mayor and Council issues.	
John McKee 3 Clemson Court Rockville, MD 20850	1/16/2011	6	Traffic, density, and fiscal impacts	The Plan envisions more traffic and density on the Pike. A Plan statement that traffic signals are timed to keep Pike traffic flowing is not true everywhere. ROW will need to be acquired to build boulevard which is costly. Town Architect position is also an additional annual cost to the City. Benefits of Plan go to developers; taxpayers pay for land acquisition, road design and changes, and additional public facilities.	The consultants have said that traffic congestion will not be solved by this Plan. However, with a mixed-use environment & improved infrastructure there will be more transportation options and, over time, a shift in travel modes. The current pattern of development is not friendly to alternate modes of travel. Overall density proposed by the Plan's Form Code is comparable to the City's current zoning. The term "Town Architect" is generic and can be implemented in various ways. No additional staff position is recommended/warranted at this time. The Plan is intended to benefit <i>all</i> stakeholders of the Pike, including property owners, residents, businesses, regional/local travellers, etc. Financing of the boulevard, acquiring ROW, & other funding issues will be addressed in a work session. Setbacks created in the 1970s and reinforced by the 1989 Pike Plan set the build-to-line at 135 feet from the centerline of the Pike which facilitates the proposed boulevard design & construction. Signal timing is monitored by Montgomery Co. to ensure that progression along the Pike is balanced with providing sufficient time for vehicles on side streets to enter the Pike.	
Arthur H. Hamlin 19800 Sandpointe Bay #712, Tequesta, FL 33469	1/26/2011	7	Enhancing pedestrian experience in vicinity of Twinbrook Metro Station	Enhance pedestrian experience in vicinity of Twinbrook Metro station by creating covered walkways and building a bridge across the Pike. Questions why there is a 25-ft. rear setback on Chapman Avenue (1800 block) in the Plan when there is none in current zoning.	Enhancing the pedestrian experience is a primary recommendation of the Plan, to be achieved by providing a continuous system of wider, safer sidewalks, separated from faster-moving traffic, abutting land uses and with improved crossings. Mixed uses, building heights, open/public spaces, expanded street network,and smaller blocks also contribute to the pedestrian experience. The Draft Plan does not recommend a pedestrian bridge across the Metro ROW but does acknowledge that this idea could be revisited in the future. There is no recommendation in the Draft Plan for a bridge across the Pike, only at-grade crossings. Improving the quality of the walking experience along Lewis Avenue of the Metro ROW is recommended in the Plan. The Form Code does not require any setback from an alley.	
Fabian Cantio, Unknown address/affiliation	1/26/2011	8	Parking, traffic signalization	Keep parking free. Synchronize traffic lights.	The City would not be expected to take over parking. Any charges for parking would be at the discretion of the property owners. Traffic light signalization along the Pike is monitored by Montgomery County's Transportation Management Center with the goals of balancing and optimizing performance and safety.	
John Park, Rockville resident, off Old Georgetown Rd.	2/2/2011	9	Walkability	Make Rockville more pedestrian-friendly and safer for crossing the Pike. Recommends a second entrance to (White Flint?) Metro station at Old Georgetown Road.	The Draft Plan makes numerous recommendations to improve pedestrian safety within the Draft Plan study area as mentioned above. It appears that the writer is referring to the White Flint Metro station, which is not in the Draft Plan area nor in Rockville.	
Suzanne Kullgren 199 Rollins Avenue #627, Rockville	2/7/2011	10	Pedestrian/traffic safety	Inadequate time for pedestrians to cross the Pike. Suggests a left turn signal at Halpine for vehicles turning left (north) onto the Pike. Questions how Pike cross-section will transition south of study area with regard to pedestrian movement.	Continued coordination with the State of MD and Montgomery Co. will ensure adequate transitions between jurisdictions and plan areas. There is a trade-off between traffic flow and pedestrian crossing times. Longer crossing times result in slower traffic, but pedestrian safety is extremely important. Pedestrian signal timing along the Pike would be modified as needed as part of Plan implementation, if the State and County agree.	
Carl Schreyer, 24 Courthouse Sq., Rockville	2/10/2011	11	Transportation	In favor of creating a road grid, extending Chapman Avenue and E. Jefferson Street, mixed uses, making Pike more attractive and pedestrian friendly.	Added street network is a primary recommendation of the Draft Plan. The Draft Plan recommends extension of Chapman Avenue but physical constraints on east side of Pike do not allow it to be extended through entire plan area. An extension of Jefferson Street is recommended by the Draft Plan if there are land use changes to the Woodmont Country Club property that affect the portion of Club property within the Plan area boundaries. Making the Pike more attractive and pedestrian friendly are major recommendations of the Draft Plan.	

White Flint Partnership, Francine E. Waters	2/22/2011	12	Plan vision, transportation/BRT/ boulevard cross-section	The White Flint Partnership approves of Plan vision. Recommends the following changes to the draft Plan: 1- Add new section in Chapter 5 addressing the benefits of, and need for, a BRT within Rockville Pike; 2 - Adopt a new cross-section for Rockville Pike consistent with the version included in the White Flint Sector Plan, with transit in the center of the road.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions.	
Sue Seboda, President, Congressional Motors Inc. 801 Rockville Pike, Rockville MD, 20852.	2/25/2011	13	Transit, density as incentive, APFO, Form Code land uses and standards, staging, signage	Approves of Plan vision. Recommends coordinating with County to agree on a single cross section for length of Pike; consider White Flint Sector Plan's concept of BRT in center of ROW; allow for more density as an incentive for redevelopment; modify APFO to allow redevelopment as envisioned in Plan. Consider staging for redevelopment. Form based code is too restrictive with regard to allowable uses [does not allow auto dealerships for instance], design standards, streetscape standards, street standards, and signage.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and local funding. This will be an important topic for the transportation work sessions. Overall density recommendations in the Draft Plan are based on stakeholder input and market analysis. There may be specific density recommendations that should be modified. Density, allowable land uses, standards, and staging will be discussed in the context of work sessions on land use and the form code. The APFO also will be an important consideration during work sessions.	
Andrew Bossi, EIT Ward 2F, Washington, DC 20001	3/2/2011	14	Transportation	Consider performance parking, parking maximums, shared parking structures, bike and car-sharing programs; determine locations for future pedestrian crossings at rail lines.	Parking is an important topic for transportation and land use work sessions. Many of these items would likely come under a Transportation Management Association as recommended by the Draft Plan. The City's zoning ordinance calls for the inclusion of bike racks for all new developments to encourage biking as an alternate mode of transportation. Pedestrian over/underpasses at the rail lines can be given consideration as needed in the future to determine their feasibility and any locations but the Draft Plan does not include a recommendation for them.	
Maryland Department of Planning (MDP), Peter Conrad 301 West Preston Street, Suite 1101, Baltimore, Maryland 21201	3/4/2011	15	Plan vision, planning process, transportation, Form Code, APFO, and other comments.	Strongly encourage City to adopt and implement the Plan. Solid analysis, documented public process, boulevard concept is prototype for revitalization of other highway commercial strips in the state. Commends establishment of a district level form-based code, revising City's APFO, strengthening TDM to enable redevelopment. Recommends providing map legends for transportation element maps; include recommendations on specific CLV standards, state how pedestrian/bike system in corridor will connect with adjacent activity centers and communities and Metro stations; partner with state and county on feasibility study to evaluate costs, ROW, impacts of reconstructing Pike before developing a fully engineered plan; address school capacity issue; state how landowner's property rights will be addressed when adding street and subdividing land to create smaller parcels.	Staff agrees better map legends are needed in some cases. School capacity is addressed in Appendix B, Research Summary. The Draft Plan does not suggest altering the APFO with regard to schools. Staff agrees City will need to partner with state and county on feasibility and engineering studies. Land owner property rights and identifying pedestrian/bicycle connections will need to be addressed. The City's Traffic and Transportation Division has adopted new Transportation Demand Management (TDM) guidelines which are compatible with the adopted Comprehensive Transportation Review (CTR) guidelines that developers must follow, which will streamline the process for redevelopment along the Pike. Possible revisions to the CLV standards for Rockville Pike will be a subject during the transportation work sessions. The bicycle system will be reviewed as part of the update to the Transportation Element of the City's Comprehensive Plan over the next two years and will include recommendations on possible connections to adjacent activity centers and communities.	
Mary van Balgooy, Executive Director, Peerless Rockville, P.O. Box 4262, Rockville, MD 20849	3/4/2011	16	Historic Preservation	Historic preservation should be more integrated into Plan and not relegated to an appendix. Preserve Pike's eclectic architectural character. Recent Past resources should be identified (provided list of 11 recent past resources).	Staff significantly expanded the history and historic preservation section of the Draft Plan from what the consultants provided (see Appendix D). Recent past resources are mentioned as a category in Appendix D, History and Historic Preservation. The work that Peerless Rockville has done researching these resources is noted. The City's 2011 Building Catalog includes Rockville Pike buildings (in the Contemporary Commercial category) that were surveyed by Peerless Rockville. These comments will be addressed as part of the upcoming revision of the Historic Preservation Element of the Comprehensive Master Plan. Staff recommends that text be added to the Draft Pike Plan that refers to Recent Past goals adopted in the upcoming Historic Preservation Element revision.	
Tower Companies/ Arnold J. Kohn, Executive General Counsel 2000 Tower Oaks Boulevard, Rockville, Maryland, 20852	3/7/2011	17	Bus Rapid Transit (BRT) and compatibility with White Flint Sector Plan boulevard cross-sections	Follow the White Flint Sector Plan example and include a dedicated center lane BRT in an alternative cross section of the Pike so that if and when BRT is approved, funded and ready for construction, there can be a smooth compatible transition from Rockville through White Flint.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions. The County's Bus Rapid Transit (BRT) Study will be released in April 2011 and will have some impact on this issue.	
Barnaby Zall, Co-Chair, Friends of White Flint P.O. Box 2222, White Flint Station, Kensington, MD 20891	3/7/2011	18	Bus Rapid Transit (BRT) and compatibility with White Flint Sector Plan boulevard cross-sections	Adopt the White Flint Sector Plan's boulevard proposal and design that includes center BRT.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions. The county's Bus Rapid Transit (BRT) Study will be released in April 2011 and will have some impact on this issue.	
Donald Halligan, Director, Office of Planning and Capital Programming, Maryland Department of Transportation, 7201 Corporate Center Drive P.O. Box 548, Hanover, Maryland 21076	3/9/2011	19	Transportation	Supports Plan vision to facilitate movement of all roadway users. Suggests a task force (including MDOT, MTA and SHA) be organized to identify and resolve transportation issues including the cross section, BRT, shared bike/bus lane, etc. Keep flexibility in Plan/Pike cross section to accomodate BRT. Consider alternative funding sources for multi-way boulevard due to cuts to MDOT's CTP. Reducing mid-block turning movements improve safety and pedestrian experience but add turning movements at signalized intersections. Recommend a trip monitoring system to ensure trip reductions from multi-modal travel and TDM measures are as projected. Examine creation of a TDM. Explain "flexible capacity allocation" in proposed changes to APFO. Develop strategies for managing inter-jurisdictional and cumulative impacts of development. Access lanes serve transit well but there is some concern about mixing buses and bikes in one access lane and merging buses into mainline. Double parking in access lanes could be problematic and could impact transit operations in access lane. See original letter which contains numerous additional comments and questions.	Staff agrees that a forum for continuing regional coordination be developed, with Rockville's full participation. These issues are all important topics for transportation work sessions. The City's Traffic and Transportation Division has adopted new Transportation Demand Management (TDM) guidelines which are compatible with the adopted Comprehensive Transportation Review guidelines that developers must follow that will streamline the process for redevelopment along the Pike. Operational issues of the service roads will be examined during work sessions.	

Barbara Sears, Linowes and Blocher, representing Woodmont Country Club	3/9/2011	20	Woodmont Country Club and street network	Requests clarification that the "B" street extension parallel to Rockville Pike (Draft Plan p.5.17) would only be considered if development of Club property within the plan area boundary is proposed. Clarify that extension of Jefferson Street (pp. 5.18 & 5.25) will only be considered if it is in conjunction with rezoning to a more intensive use and substantial redevelopment of the club property <i>outside</i> of the Plan area boundaries. Redevelopment of club property within the Plan area should not trigger the extension of Jefferson Street. Request clarification of development standards of Form Code for block and lot configurations for area of club property within boundaries of Pike Plan area. Support Form Code for area within Plan area boundaries.	The Draft Plan states that "B" streets should be added <i>if non-club</i> properties north and south of the club entrance within the Plan area boundary redevelop. The Draft Plan states that the Jefferson Street extension should be considered if significant land use changes occur on club property <i>within the plan area boundaries</i> . These recommendations differ from the clarification requested by the testimony. Staff recommends that the City reserve flexibility regarding the threshold for when the Jefferson Street extension should be considered. Staff needs to clarify "B" street alignment on Draft Plan page 5.17 with the consultants.	
Cohen Companies/ Eric Seigel 2701 Towers Oaks Boulevard, Suite 200, Rockville MD 20852	3/9/2011	21	Form Code - Building heights, land uses, subdivision of parcels; APFO; signage for retailers	Need to increase the City's tax base to meet growing demands for services that will be needed by a larger and more diverse future population. Analyze/re-evaluate APFO and standards. Building heights on Pike w/in 1/2 mile of metro stations are too low. Uses that contribute to nightlife and entertainment are too restricted in Form Code. What is incentive for property owner to create "A" and "B" streets and divide property into smaller parcels, thereby taking away building footprint opportunity? Need to coordinate Pike section (including BRT issue) with rest of county. Concerned there is no place for big box or national chain retail tenants in Plan. Insufficient discussion about signage to promote retailers. Required trees may block signage and reduce visibility of retail. Retail customers may get frustrated trying to find parking if garage entrances are on side streets.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions. Allowable land uses will be a topic for the Form Code work sessions, including whether or not restricted uses should be accommodated as long as they can meet the standards of the Form Code. If they were to be allowed, nightlife and entertainment related (bar, tavern, nightclub, alcohol sales) and other uses may need performance standards to ensure they are compatible with surrounding uses. The Planning Commission could consider if a portion of the Plan area should be considered an Entertainment District to accomodate these uses. This is not a recommendation in the Draft Plan. A property owner incentive for creating smaller blocks and a street grid in lieu of larger building footprints is more/better access & visibility. Building footprints are potentially larger in some cases because buildings have no front setback. Streetscape and wayfinding plans are recommended in the Draft Plan.	
Robert Dyer, citizen, not Rockville resident	3/9/2011	22	Plan vision	Plan is too ambitious. Pike is economically successful as it is now. There is no need for massive redevelopment. It would destroy small businesses. Instead, build infrastructure to support existing development. No proof that mixed uses will bring in significant revenues. The Plan benefits developers.	The process of redevelopment will occur over many years as the economic conditions at each site warrant. Mixed uses has been an objective for the corridor since the 1989 Pike Plan. The Draft Plan vision and core recommendations were based on public input received at the charrette and earlier community meetings and will be discussed at the first work session. The Draft Plan is intended to benefit <i>all</i> stakeholders, including property owners, residents, businesses, transit users, automobile users, pedestrians, bicyclists, etc. and to preserve the City's tax base and services. Economic development and financing are anticipated to be later work session topics where specific comments can be considered.	
Todd Brown, Linowes and Blocher, representing White Flint Express Realty Group Limited Partnership. 4901 Fairmont Ave., Suite 200, Bethesda, MD 20814.	3/9/2011	23	Twinbrook Parkway realignment	Client's property is located at the intersection of Chapman and Twinbrook Parkway. Realignment of Twinbrook Parkway (shown in Draft plan on p. 5.14, 5.19) would bisect client's building at 2007 Chapman Avenue. Variations on the realignment still render the property unuseable. Requests that the proposal to realign Twinbrook Parkway be eliminated from the Plan.	The realignment is recommended in the Draft Plan to simplify the geometry of its intersection with Rockville Pike to improve circulation and pedestrian safety. Perpendicular intersections improve turning movements and sight distances for all legs of the intersection. If the recommendation were to be pursued, the City would work with the affected property owners to arrive at an acceptable solution. However, eliminating this realignment as a recommendation will not affect the goals, vision or other major recommendations in the Plan.	
Willco Companies/ Jason Goldblatt Site: 12401 Twinbrook Parkway Rockville	3/9/2011	24	Form Code; zoning and density for this site.	Submitted aerial view of 12401 Twinbrook Parkway property at hearing. Owner of site at southeast corner of Chapman Avenue and Twinbrook Parkway. Supportive of overall concept and direction of Plan including fiscal benefits, more development near Metro, re-examination of APFO. Recommends that a form based code should allow projects that adhere to the code to proceed without a public process regardless of project size. Recommends that this property be re-zoned from MXCD to MXTD. If Form Code is adopted, recommend that this property be changed from Urban Center to Urban Core. Property is located one-quarter mile from Twinbrook Metro Station. More height at this site is compatible with surrounding uses and not in the vicinity of single-family residential. Twinbrook Parkway presents an arbitrary line for zoning.	These general and site specific issues should be addressed in Form Code work sessions.	
Matthew Hurson/ Hines Company. Contract purchasers of Simms site at corner of Chapman Ave. and Twinbrook Parkway.	3/9/2011	25	Form Code	Plan should delete or drastically reduce restrictions on allowable land uses in Form Code. Plan's Code calls for a conventional segregation of land uses. Let market determine uses. Code prohibits residential and office uses on ground floors. Retail on entire ground floor may not be marketable. Plan requires 10-foot minimum ceiling heights above the ground floor. Extra height costs more to heat and cool; takes more lumber to build.	Land use restrictions are typically minimized in a form code because of the inherent emphasis on form over use. Performance standards could be added for some uses if allowed. Retail fronting the street on ground floor is desirable for generating activity on most street frontages in the Plan area. Ten-foot minimum ceiling heights are recommended in the Draft Plan to make buildings more flexible in terms of future use changes. These issues can be discussed in the Form Code work sessions. Kim Littleton, who wrote the Form Code, will be present at one of these work sessions along with staff to discuss these issues.	
Jim Coyle/ Rose Hill Falls HOA	3/9/2011	26	Plan vision	This Plan proposes the kind of development that was purposefully avoided in the 1989 Plan. New plan is a threat to residential neighborhoods; will bring more traffic and congestion; will create an unhealthy imbalance of (greater) commercial to (less) residential development. Rockville gets none of the increase in sales taxes; infrastructure, service and other public costs will be monumental; Rockville could end up like Crystal City. Rockville needs to develop a development cost-benefit plan with the objective of preserving residential community. City already has sufficient revenues to meet community needs/goals. Modest changes to the corridor are needed, not wholesale change in character.	Testimony does not support the vision or core recommendations of the Draft Plan which were based on public input received at the charrette and earlier community meetings. Plan vision and core recommendations will be topics of the first work session. Crystal City allows building heights up to 300 feet in some areas which are substantially higher than any heights proposed in the Draft Plan.	
Jim Whalen/ Investment Properties Inc.	3/9/2011	27	Form Code, APFO	Overall positive reaction to the Plan. Form-based code is overreaching and needs more flexibility. More height/density will be needed to encourage redevelopment. The Plan should encourage property owners to improve and modify current properties while transformation of area takes place over decades. Modify APFO to allow redevelopment to happen.	Land uses and density (building heights) will be topics for discussion in the land use/Form Code work sessions. Several property owners have testified that a transition plan for properties that do not have incentive to redevelop but are currently successful needs to be considered so that they may be improved and modified without being considered nonconformities. The APFO also will be an important consideration during work sessions.	
Virginia Quesada, Twinbrook resident	3/9/2011	28	Plan vision	We are too worried about "how the façade looks and not enough about how we would feel in the space". Buses and bikes sharing a lane is not safe. Sitting at a sidewalk café with buses going by is not enjoyable. People who ride buses need to get somewhere and need to be in main lanes. Cities that evolve are more successful. Don't want to lose the diversity of mom and pop shops and the open parking. Hates parking garages for safety and convenience reasons. Concerned about school capacity. Plan doesn't make enough provisions for what already works here.	Testimony does not support vision or core recommendations of the Plan which were based on public input received at the charrette and earlier community meetings. Plan vision and core recommendations will be discussed at the first work session. The Draft Plan does not make a recommendation to change the APFO with regard to school capacity. Specific comments can be addressed in later work sessions, including economic development.	

Jack Leiderman, 100 North Street, Rockville	3/9/2011	29	Town Architect, school capacity, APFO	Against giving decision-making power to a Town Architect. Do not remove Planning Commission's authority to review and approve new development. The ten development principles in the Plan do not include ensuring adequate school capacity to serve new residential development. Plan requires that the APFO be weakened or abandoned and is incompatible with City's laws.	Form Code work sessions will include discussion of the development review process. The process to develop the Draft Plan, including extensive public input at various phases, is meant to establish a community-supported Plan that the Form Code then regulates for predictable results. The term "Town Architect" is generic and can be implemented in various ways. Staff recommends using architectural firms on retainer or a staff member qualified as an architect or urban designer until the volume of work can be assessed. No additional staff position is recommended or warranted at this time. The Draft Plan states that school capacity must be addressed if redevelopment in the Plan area is to accommodate residences for families. The Draft Plan does <i>not</i> make a recommendation to modify the City's APFO with regard to school capacity. The APFO will be a continuing discusssion.	
Christina Ginsberg/ President, Twinbrook Citizens Association	3/9/2011	30	Plan vision	Want to see general improvements to transportation, pedestrian safety, access on the Pike but do not want to see upzoning. Want to keep diverse retail which probably won't be possible under this Plan. Citizens should not have to take the financial risk for redevelopment as they did with Town Center. Oppose any use of eminent domain for benefit of private developers. Opposed to street proposed to go through Woodmont CC. Opposed to getting rid of APFO. Opposed to form based zoning that allows no additional public input. Personally likes maximum lot sizes, making smaller blocks and encouraging green roofs.	Testimony does not support the vision or core recommendations of the Draft Plan which were based on input received at the charrette and earlier community meetings. Plan vision and core recommendations will be topics of the first work session. Upzoning is not proposed by the Draft Plan.	
Judy Miller, 5920 Halpine Rd., Rockville	3/9/2011	31	Plan vision	Pike is prosperous now and it provides a variety of shops and services. Would like to see pedestrian access and safety improved. Want to focus on citizens rather than on funding mega development projects. Transit does not have capacity to deal with this amount of development. Walking/biking has limits too. Mentions BRT in fast lane.	Testimony does not support the vision or core recommendations of the Draft Plan. The Plan vision and core recommendations were based on public input received at the charrette and earlier community meetings and will be topics of the first work session. There is no recommendation for BRT in the Draft Plan. The outer access lane would service local buses and bikes only.	
Rich Gottfried, Twinbrook resident	3/9/2011	32	Financing	County/state budget situation will unlikely support multi-way boulevard as a funding priority. Compares Tax Increment Financing with Town Center public private partnerships. Requests that City provide a detailed financial analysis of Plan. Developers, State of MD and Montgomery Co. get all the benefits while citizens carry all the risks; Total cost is \$826 million and the City only gets \$1.5 million in new taxes. City's AAA bond rating at stake; no large format retail allowed; no recreational facilities.	Creation of a Tax Increment Financing (TIF) District is recommended in the Draft Plan. The referenced \$826 million is an estimate of <i>private</i> investment to redevelop the three models sites (p. A.13). The Draft Plan does not include estimates of public costs. Public infrastructure cost estimates will need to be developed for financing work sessions.	
Tom Doerr, 306 Mt. Vernon Place, Rockville	3/9/2011	33	Transportation, bikes and buses, retail uses	Hasn't read the Plan but has been listening to comments. Not in favor of bus transit in middle of the road. Prefers local buses on the sides. Need to determine if there is need for rapid transit v. slower local buses, given that we are on Metro Red line. Bikes should have dedicated lanes. Will gas stations/ability to fuel automobiles be accomodated? Probably would not frequent retail areas where he'd have to access a parking garage. Will the retail that is on the Pike still be there with this Plan? Doesn't want to live in a place that doesn't have children if only non-children generating residential can be built.	These are topics for land use and transportation work sessions.	
Tim Fahey, Holland Road, Rockville	3/9/2011	34	Redevelopment's impact on existing businesses	Concern that redevelopment will transform Class C commercial space to much more expensive Class A space which will drive people out. Part of Pike is a Hub zone that provides special preferences for government contracts.	Redevelopment of commercial space and its effects can be considered in an economic development work session. Much of the Plan area is a Hub zone. A Hub Zone is a preference for federal contracting for businesses whose primary office is in the Hub zone and at least 35% of employees also live in a Hub zone. Difficult to meet criteria.	
Rockville Senior Citizens Commission, Norene Stovall, Chair	3/10/2011	35	Senior-friendly businesses	Notification of program called Friends of Rockville Seniors (FORS), a program for seniors and businesses in Rockville to work together.	The needs of the senior population should be considered in any plan for the City. Staff and the Planning Commission welcome comments and recommendations from the Commission.	
Frederick Graboske, 101 N. Van Buren Street, Rockville	3/14/2011	36	Town Architect, APFO	Opposed to creation of Town Architect position. The Planning Commission must be the final decision maker about new development. Direct public input is essential. Approval for new development must be in accordance with APFO. Pike development must not increase traffic congestion or overcrowd schools.	The Draft Plan recommends that projects less than or equal to 40,000 gsf will be reviewed and approved by a Town Architect who would work within the framework of the Development Review Committee (DRC). The term "Town Architect" is generic and can be implemented in various ways. Staff recommends using architectural firms on retainer or a staff member qualified as an architect or urban designer until the volume of work can be assessed. No additional staff position is recommended or warranted at this time. Larger projects require community input and a public hearing. The APFO will be an important discussion in work sessions. The Draft Plan does not include a recommendation to change the APFO with regard to school capacity.	
Jeffrey Hudgens & Doris Schraft, 207 Upton Street, Rockville	3/16/2011	37	APFO, Town Architect	Do not amend or eliminate APFO. Opposed to position and power of Town Architect.	The APFO will be an important consideration during work sessions. However, the Draft Plan does not propose any changes to the APFO with respect to school capacity. The Town Architect role and how it could be implemented as well as the development review process in general are topics to be included in a Form Code work session.	
Ethan Goffman, Transit Chair, Sierra Club	3/16/2011	38	Transportation	Supports Draft Plan's visionary, long-term, sustainable thinking. In favor of multi-modal transportation, mixed uses, smaller block sizes, moving land uses forward, wider sidewalks, more vegetation. Want to see more MF residential development as it would allow people to live closer to employment and retail, reducing and shortening trips. Must coordinate with White Flint Sector Plan and with county plans for BRT. BRT works best as a network. Would be better to provide separate bike lanes. Bike paths must be connected. Improve pedestrian crossing with wider medians and crosswalk buttons. May need education campaign to improve pedestrian safety in addition to technical solutions.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions. The bicycle system will be reviewed as part of the revisions that will be made to the Transportation Element of the Comprehensive Plan within the next two years and will include recommendations on possible connections to adjacent activity centers and communities. Pedestrian safety with respect to providing the necessary crossing times and associated amenities will be an integral part of the discussion during work sessions. The balance between residential and commerical land uses will be largely determined by the market but the economic analysis anticipates greater demand for multifamily housing in the corridor than for office space.	
Sean Hart, 8 Bertana Ct., Rockville	3/16/2011	39	APFO	Plan proposal to bypass the APFO/APFS is a direct affront to the citizens of Rockville. Make the changes necessary to ensure that APFO/APFS and similar standards are fairly applied to the Pike Plan and other future development initiatives.	The APFO will be an important consideration during work sessions. The Draft Plan does not propose any changes to the APFO with respect to school capacity. Changes to the APFO traffic standards will be discussed in transportation work sessions.	
Sue Seboda, President, Congressional Motors Inc. 801 Rockville Pike, Rockville MD, 20852.	3/16/2011	40	Form Code: car dealerships as allowable use; density as redevelopment incentive	Supports Draft Plan and Form Code conceptually. Some areas need further study/refinement. Form based code should not exclude car dealerships and associated uses as allowable. Density and appropriate incentives necessary to encourage redevelopment should be analyzed. Encourage the Planning Commission to tap into the expertise of land and business owners.	See Exhibit # 13 above. Allowable land uses and density are topics for discussion in one or more form code work sessions.	

Bill Kominers, Holland & Knight, representing owner of 5946 Halpine Rd.	3/16/2011	41	Include 5946 Halpine in Plan area and rezone to MXT	Property is located adjacent to but outside of Plan boundaries. It is within 500 ft. of the Twinbrook Metro Station. Request that the proposed boundaries of the Plan be expanded to include the property at 5946 Halpine Road and that the property be rezoned to MXT (mixed use, transition) to allow for multifamily residential. Current zoning is R-60.	The Twinbrook Neighborhood Plan recommends maintaining the R-60 zone on this site if it is developed, or acquiring the site for additional park and green space, should it become available. The site was evaluated for rezoning in the context of the Twinbrook Neighborhood Plan and there were extensive discussions with the owner. At that time, the owner wanted to build a 40-unit multi-unit residential building. Staff asked the owner to provide a site analysis to determine what zones would be appropriate but no site analysis was ever provided. RMD-10 and MXT zones were discussed following testimony from the owner but the Planning Commission and Mayor & Council decided to maintain the R-60 zoning.	
Cindy Bar, Holland & Knight, representing Spectrum Partners Management, Inc.	3/16/2011	42	Form Code, APFO, transition plan for interim modifications	Client (Spectrum) has an interest in 718 Rockville Pike (former Century Ford site). Plan must make accommodations for existing businesses that are not ready to redevelop but wish to make changes to properties in the interim to maintain their viability. More height, density, and flexibility in design and parking is needed. Prefers keeping and improving the existing MXCD zone rather than moving to a whole new zoning system. Agrees with Plan recommendation to revise APFO transportation standards to focus more on entire transportation corridor and less on specific intersections. Spectrum also claims it was not consulted and did not provide any input regarding the Plan's Model Site 3.	Consideration of a transition plan for properties that are not ready to redevelop but are operating successfully may be part of a Form Code work session. The APFO will also be an important consideration during work sessions. The property owner of 718 Rockville Pike was consulted regarding the Model 3 site and the charrette was held at this property. Spectrum is the property management company.	
Pat Harris, Holland & Knight	3/16/2011	43	Form Code, APFO	Encouraged that the Plan advances many recommendations of 1989 plan. Object to height limitations along the Pike which are 40% lower than current MXTD allowed heights. Building heights should be in proportion to the ROW width they front on. The Pike, with 200 feet of width, should be able to have buildings that are taller than 85 feet. Why a new code for the Pike less than two years after the adoption of the new zoning ordinance? Form Code does not allow enough design flexibility and still requires larger projects to go through full site review process. Form codes are supposed to streamline the review process. City must modify the APFO.	These issues will be included in land use/Form Code work sessions. Building heights in the MXTD zone are comparable to the Form Code's urban core (zone with greatest building height). However, the urban core zone is geographically smaller than the corridor's MXTD zone so some properties, particularly on the east side of the Pike from north of Congressional Lane to Twinbrook Parkway, are placed into the urban corridor zone which has lower heights. The APFO also will be an important consideration during work sessions.	
Marc Kapastin, Quantum Companies, representing Shellhorn Rockville, LLC	3/16/2011	44	Form Code, density, financing, development review process, APFO	Client owns property located at 1488 Rockville Pike. Supports many aspects of Plan and long-term vision. However, the Plan does not allow enough density to encourage redevelopment, especially for performing properties. Density is reduced by land dedications and other restrictions. There is no incentive to give up income stream for higher development costs and added design constraints. New street grid is a good idea but property owners will have to dedicate the land, resulting in loss of density and value. With Form-Based code instead of FAR, there is no density to offset loss of land area so grid will not be created. Plan lacks cost/feasibility analysis for transformation of the Pike into the urban boulevard envisioned other than obtaining county/state funds and tax increment financing. True feasibility analysis is needed to determine if vision is realistic and achievable. Question why a new form-based code is needed to replace recently adopted zoning. Form code impinges on design creativity and limits uses. The proposed streamlined review process is limited to smaller projects; most projects will still require public hearing. Support changes to APFO.	Density, as well as consideration of a transition plan for properties that are not ready to redevelop but are operating successfully, may be part of Form Code work session discussion. The APFO will also be an important consideration during work sessions. Financing is anticipated to be the topic of at least one work session.	
Tony Greenberg, JBG Companies, representing multiple properties in Plan area	3/16/2011	45	BRT, APFO, Form Code, retail visibility	Supportive of overall recommendations of the Draft Plan. Concerned that the Plan precludes BRT and reduces parking and retail visibility. BRT would serve a circulator function between Metro stations and intermediate trips between Metro and local bus service. City must revise APFO to encourage growth where it is most desirable rather than push it outside City boundaries. Preferred MXTD zone that they worked hard with the City to develop and it is, in its essence, a form based code. MXTD and MXCD should be given a chance to work as they were intended. Creativity in design should be encouraged. Two medians of trees, buses, and street parking all reduce visibility of Pike retail.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions. Work sessions on the form Code will address differences between it and the existing mixed use zones in the corridor. The APFO will also be an important consideration during work sessions.	
Erika Leatham, Rockville resident	3/16/2011	46	Plan vision, Form Code, BRT	Supports the Plan vision to change the character and the experience of being on the Pike. Emphasis on the pedestrian experience will transform the area and people's habits. Likes the form based code because of its simplicity and consistency. Need to plan for the possibility of BRT along the Pike.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions.	
Jim Marrinan, 5 Old Creek Ct., Rockville	3/16/2011	47	Plan vision, impacts on residential neighborhoods, transportation, financing	Big Box retail was rightly rejected by the City several years ago because of adverse impacts on traffic and on small retail. He does not think allowing big box retail should be reconsidered now but there is no mention of it either way in the Draft Plan. The Plan does not focus enough on east-west travel movements. An example is the very long traffic signal on First street trying to get across the Pike. All Rockville neighborhoods should be able to easily access all other areas of the City. Rockville is primarily a residential community and that should continue to be a priority. The Plan depends too much on funding from the county and state which is unlikely to happen.	General retail is permitted on all street frontages except Urban General and Urban Neighborhood. Big box retail is therefore permitted as a use in many parts of the Plan area, but only if it can meet the development standards of the Form Code. The Draft Plan acknowledges that east-west movements are hindered by the railroad tracks. Added street network, particularly in the south section of the corridor, as recommended in the Draft Plan, is intended to improve general connectivity but the railroad tracks continue to be an impediment to east-west travel especially in the mid- and north sections. Financing and funding sources will be addressed in at least one work session.	
Larry Gordon, Shulman Rogers	3/16/2011	48	Form Code: car dealerships as allowed use	The Form Code should allow motor vehicle sales and service facilities in all three segments of the Urban Corridor. It should not make existing auto dealerships nonconforming. This provision is different and more stringent than what was included in the zoning ordinance. Dealerships need the flexibility to grow and modernize. Suggests replacing the Form Code's land use tables with those from the existing mixed-use zones.	Allowable land uses and nonconforming uses will be discussed in the Form Code work sessions.	
Hamid Fallahi, DARCARS Automotive Group	3/16/2011	49	Form Code - car dealerships as allowable uses	Auto dealership at 755 Rockville Pike. Recommend adding motor vehicle sales and service in the list of uses allowed in all three portions of the Urban Corridor. Worked hard to get dealership use included in City's new mixed use zones as a conditional use and protected by the zoning ordinance's nonconformity provisions. It would be unfair for the City to reverse its extensively debated and fairly resolved position for the half dozen existing dealerships in the Pike Plan area.	Allowable land uses and nonconforming uses will be discussed in the Form Code work sessions.	
Ethan Goffman, Transit Chair, Sierra Club	3/16/2011	50	Transportation	Supports Plan's visionary, long-term, sustainable thinking. In favor of multi-modal transportation, mixed uses, smaller block sizes, moving land uses forward, wider sidewalks, more vegetation. Want to see more MF residential development as it would allow people to live closer to employment and retail, reducing and shortening trips. Must coordinate with White Flint Sector Plan and with county plans for BRT. BRT works best as a network. Would be better to provide separate bike lanes. Bike paths must be connected. Improve pedestrian crossing with wider medians and crosswalk buttons. May need education campaign to improve pedestrian safety in addition to technical solutions.	See Exhibit # 38 above. Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work session with multiple public agencies. The bicycle system will be reviewed as part of the revisions that will be made to the Transportation Element of the Comprehensive Plan within the next two years and will include recommendations on possible connections to adjacent activity centers and communities. Pedestrian safety with respect to providing the necessary crossing times and associated amenities will be an integral part of the discussion during work sessions. The balance between residential and commercial land uses will be largely determined by the market but the economic analysis anticipates greater demand for multifamily housing in the corridor than for office space.	

Todd Brown, Linowes and Blocher, representing White Flint Express Realty Group	3/16/2011	51	Realignment of Twinbrook Parkway	Supplement to March 9 letter and oral testimony. The Realty Group generally supports the land use concepts of the Draft Plan, including focusing development/density in South Pike near the Metro station as a way to protect existing residential neighborhoods. Realty Group opposes realignment of Twinbrook Parkway. This property could potentially anchor the intersection of Twinbrook Pkwy and Chapman Ave. but this can not happen if Twinbrook Parkway is redirected through the property.	See Exhibit # 23 above. The realignment is recommended in the Draft Plan to simplify the geometry of its intersection with Rockville Pike to improve circulation and pedestrian safety. Perpendicular intersections improve turning movements and sight distances for all legs of the intersection. If the recommendation were to be pursued, the City would work with the affected property owners to arrive at an acceptable solution. However, eliminating this realignment as a recommendation will not affect the goals, vision or other major recommendations in the Plan.	
Tim Eden /Jim Alexander, Twinbrook Partners, representing owner of 1592 Rockville Pike.	3/16/2011	52	Plan vision, Form Code, APFO, Transportation	Support many objectives of the Plan, including the multi-way boulevard design, street connectivity, architectural integrity, public spaces. Prefer Rockville Pike design over White Flint Plan design but suggests some modifications. Recommend language be added that the Plan requirements not apply to site plans, project plans and subsequent amendments to either where a preapplication or formal application has been made prior to date of Plan and Form Code adoption. The Partners intend to file a project plan application for Twinbrook Metro Center soon to include mixed uses that could be a catalyst for smart growth, using existing MXTD zoning. Supportive of Form Code except for height limitations and lack of expedited review for projects over 40,000 s.f. but think MXTD is superior. Traffic studies for new development should reflect updated Critical Lane Volume analysis methodologies. Parking studies should reflect shared parking analysis. Allow new "A" and "B" streets to be owned and maintained privately but designed and constructed to public standards. Revise the alignment of the Chapman Avenue extension.	Any resolution that adopts the Draft Plan and/or Form Code will include language about an effective date and how projects that already have received levels of development approval will be treated. Other issues will be included in Form Code and transportation work sessions.	
Susan Prince, President of WECA	3/16/2011	53	Plan vision, APFO, allowed retail uses, density and traffic, financing	Plan tries to achieve contradictory goals - to make the Pike a regional transportation corridor as well as a walkable boulevard and we may end up accomplishing neither. Access lanes will not work well. How will additional traffic handle already failing intersections? Plan's answer is to change the APFO. The APFO is a safeguard for the residents, not a constraint to development. People shop on the Pike for big household goods that are not easily transported by walking or mass transit. The Plan does not appear to allow these types of stores to exist. Residents will have to drive outside of Rockville to shop for items that are available today on the Pike. Concern about who will pay and what it will cost residents - Plan implies that City will need to make initial capital investments.	Testimony does not support vision or core recommendations of the Draft Plan. Plan vision and core recommendations are based on public input received at the charrette and earlier community meetings and will be addressed at the first work session. Other comments and questions can be addressed at the appropriate work sessions.	
Jacques Gelin, 105 S. Van Buren Street, Rockville	3/16/2011	54	Plan vision, APFO, Town Architect	Grand boulevard concept is undesirable and unachievable. Against changing the APFO to benefit developers. Large scale development envisioned by the Plan will drive out small businesses that make Rockville a small, friendly city; will adversely affect Town Center that continues to struggle; and will degrade adjacent neighborhoods. Losers in this Plan are the residents. Developers' claims of increased revenues for the city will not materialize. Role of proposed Town Architect goes against the recommendations of the Communications Task Force. Rockville is special because of citizen participation. Money spent on this Plan has been misspent.	Testimony does not support vision or core recommendations of the Draft Plan. Plan vision and core recommendations are based on public input received at the charrette and earlier community meetings and will be addressed at the first work session. The Draft Plan is intended to benefit <i>all</i> stakeholders of the Pike, including property owners, residents, businesses, transit users, pedestrians, bicyclists, automobile users and others. Other comments and questions can be addressed at the appropriate work sessions.	
Brigitta Mullican, 1947 Lewis Avenue	3/16/2011	55	Plan vision, regional goals and priorities	Agrees with the development principles, core recommendations, and principal transportation elements of the multi-way boulevard. Agrees with Form Code objectives. All stakeholders need to be included in decision-making process. City and County plans for the Pike design need to be compatible. Rockville needs to consider the regional goal and county and state priorities. Funding needed for this Plan will go to areas that match county/state/federal priorities and where there is density. There is much competition between jurisdictions for limited funds. The 1989 plan failed to provide a more efficient transportation network. Concentrating density and mixed uses near transit protects existing single family neighborhoods. The City can benefit from development - developers pay taxes and fees to the City.	Comments relate to the Draft Plan vision and core recommendations which will be discussed at the first work session. Specific comments will be addressed in later work sessions.	
Brian Barkley, Rockville Chamber of Commerce	3/16/2011	56	Retail, economic impacts on existing businesses	Need to preserve Rockville as a regional retail destination by allowing for adequate visibility, accessibility, signage, and parking. Need a clear transition plan that will allow existing retail to remain and prosper while underutilized sites redevelop per the Plan. Remove nonconformity label and allow existing businesses to modernize, expand and react to changes in retail market. Do not limit uses based on street frontage. Encourage property owners to dedicate land and build the proposed street grid by providing incentives - don't down zone. How will this Plan be financed? Show how the economics work. Show how the Plan coordinates with the BRT alternative and White Flint Sector Plan.	Many of these issues can be addressed in Economic Development and Form Code work sessions. Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions.	
Nancy Regelin, land use attorney, speaking as an individual	3/16/2011	57	Transition plan, Form Code	The Draft Plan is about how to make the Pike corridor live up to its potential, by expanding the street network, taking advantage of the Twinbrook Metro Station, and enhancing the public realm. But we need a clear transition plan to allow existing retail to prosper, expand and modernize while new development occurs. Some shopping centers have long-term leases and Plan will take decades to fully evolve. Need to do more to make it an exciting/active place - where's the entertainment district, the family culture area, the international village? The form code has too many land use restrictions based on hierarchy of streets rather than allowing the market to decide. Stick with the MXTD zone land uses.	Many of these issues can be addressed in Economic Development and Form Code work sessions.	
Gerard Murphy, President, Washington Area New Automobile Dealers Association	3/16/2011	58	Form Code: car dealerships as allowable uses	Complete auto dealership uses must be included in the Plan and Form Code as they were in the recently adopted zoning ordinance. Rockville auto dealers have always been an integral part of the community and the Rt. 355 corridor. Modern dealerships are attractive facilities that can enhance a 21st century urban landscape.	Allowable land uses will be addressed in land use/Form Code work sessions, including whether or not restricted uses should be accommodated as long as they can meet the standards of the Form Code.	
Terry Tretter, Managing Partner of Woodmont Station shopping center	3/16/2011	59	Financing, retail visibility, parking, coordination with WF Plan, density, APFO	Draft Plan is good in concept but financing is an obstacle - Silver Spring was unsuccessful in getting TIF. Signage and businesses will be obstructed by boulevard trees. Stacked parking is not customer friendly and has been a financial drain for the City in Town Center. The Plan does not sufficiently address the increase in traffic congestion, school capacity, or coordination with the White Flint Sector Plan. Property owners need more incentive to redevelop.	Many of these issues can be addressed in work sessions.	

Anne Goodman, 1109 Clagett Drive, Rockville	3/16/2011	60	Impacts on infrastructure, environment, neighborhoods, small retail	Would like to see better access to hard copies of the Plan. Electronic version is not searchable. Concern about focusing development around Metro given existing stresses on the Metro system. Concerned about other infrastructure capacity including water/sewer/electric and increased traffic congestion. The Plan does not address impact on the environment or on adjacent neighborhoods and cut-through traffic from people trying to avoid the congested Pike. Concerned about impact on small retail. New residents likely will not reflect the population diversity that she enjoys in Twinbrook.	Printed copies of the Draft Plan were limited due to high cost of printing. The Plan is available at www.rockvillemd.gov/rockvillespike and on CDs. Printed copies are available for review at City Hall and the Rockville and Twinbrook Libraries. The online document is not currently searchable but staff is continuing to research this. Metro capacity can be addressed at a transportation work session with public agencies. The Draft Plan recommends a reduction of impervious surface in the Plan study area. An enhanced street network is proposed to divert some congestion off of the Pike.	
Jim Farrelly, 1109 Clagett Drive, Rockville	3/16/2011	61	Plan vision, Impacts on Twinbrook neighborhood, retail	Twinbrook neighborhood will be highly affected by the Plan because of its proximity. The Plan will disrupt the lives and businesses of many people who have already set up shop here. The Plan will wipe out great restaurants, grocery stores, and other businesses in exchange for high-end retail and residential and more congestion. Boulevard trees probably won't survive if surrounded by tall buildings.	The Draft Plan does not envision a future of exclusively high-end retail; but rather a mix of chains and local retail. It also recommends strategies for assistance to small businesses. A streetscape plan is recommended in the implementation chapter.	
Dan Fahey, former Rockville resident who now lives in Germantown but owns a business on the Pike.	3/16/2011	62	Plan vision	Shared his visual of what Pike will look like with the Plan implemented - more congestion, etc. There is nothing wrong with Rockville Pike the way it is now. It has character, heritage, history, all of which is lost in the Plan. Need to listen to the residents. We do not need more people coming here and we don't need outsiders telling us how to build our city.	Testimony does not support Draft Plan vision or core recommendations. Plan vision and core recommendations are based on public input received at the charrette and earlier community meetings and will be discussed at the first work session.	
Noreen Bryan, 207 S. Washington Street, Rockville	3/16/2011	63	Form code project approval process and role of Town Architect	Plan's implementation approach is contrary to recommendations of the Communications Task Force. Plan proposes excluding citizens and their government representatives for decision-making. Development approval should not be made by a Town Architect/city staff. Projects are only required to meet the intent of the Form Code and would be evaluated in terms of how well they conform - indicates that Code is guidance not law. Form Code takes precedence over existing zoning ordinance. Recommends rejecting the Plan and the Form Code and develop a plan that conforms to Rockville's laws.	The Form Code is intended to replace existing zoning in the Plan area and is intended to be requirements not guidance. The development review process will be addressed in work sessions on the Form Code. The process to develop the Draft Plan, including extensive public input at various phases, is meant to establish a community-supported Plan that the Form Code then regulates for predictable results. A Town Architect's role would be to determine whether or not submissions meet the standards of the Form Code. However, the term "Town Architect" is generic and could be implemented in various ways. No additional staff position is recommended or warranted at this time.	
Vicki McMullen, North Street, Rockville	3/16/2011	64	Plan vision	Does not agree with Draft Plan vision. Plan does not respect the way people live their daily lives. Send Plan back to the drawing board.	Testimony does not support Draft Plan vision or core recommendations. Plan vision and core recommendations are based on public input received at the charrette and earlier public meetings and will be discussed at the first work session.	
John McKee 3 Clemson Court Rockville, MD 20850	3/16/2011	65	traffic, density, financing	Received no acknowledgement of his January 16 written testimony. Plan envisions increasing traffic and density. Traffic light signalization is a problem that nobody will address. It will cost a lot of money, which is in short supply at the local, county, state and federal levels, to purchase right-of-way and to create a position of Town Architect. Massive cost to taxpayers. Developers get the benefits. Don't want to pay for another grand plan like the mall and Town Center. Concerned that open stretch at Woodmont CC will vanish.	Staff's policy is to respond to the author of every piece of written testimony; staff has since responded to Mr. McKee's comments. Traffic light signalization along the Pike is monitored by Montgomery County's Transportation Management Center with the goals of optimizing performance and safety. Plan implementation would include synchronizing signals to be compatible with the proposed design on the roadway. The Critical Lane Volume standard will be discussed in transportation work sessions. The benefits and costs of the Draft Plan will be discussed during the work sessions.	
Kevin Zaletsky, 101 North Street, Rockville	3/16/2011	66	APFO	Against altering or abandoning the APFO for traffic and school capacity to implement the Plan. The APFO is not the problem; The problem is overcrowded schools and traffic.	The APFO will be an important consideration during work sessions; however, the Draft Plan does not propose any changes to the APFO with respect to school capacity. The new Transportation Demand Management (TMD) guidelines and the Comprehensive Transportation Review (CTR) Standards will help guide the City in implementing a multi-modal transportation network. Vehicular traffic is projected to increase in the corridor whether or not the Draft Plan is adopted.	
Roald Schrack, Rockville resident	3/21/2011	67	Form code: car dealerships as allowable uses; Comparison to White Flint Plan	Surprised that auto dealerships are not allowed by Plan. Should look at financing for White Flint; may be applicable to Rockville. Attached Greater Greater Washington Blog with a comparison of White Flint and Rockville plans.	Allowable land uses will be addressed in Form Code work sessions. Financing is also anticipated as a work session topic and staff is looking at White Flint financing mechanisms as part of that preparation.	
Joe McClane, President Cambridge Walk II HOA	3/21/2011	68	Adopt Plan as written	Cambridge Walk II community supports swift implementation of Pike Plan as written. Current Pike is traffic-clogged, disjointed collection of strip shopping centers. Unpleasant experience for drivers and pedestrians. Plan would improve utility, mobility and aesthetics of the Pike significantly. Plan is in line with contemporary urban planning and design. Urges that Plan be adopted before major development projects are proposed. Growth is coming regardless and City needs to be ready through proper planning.	Draft Plan vision and core recommendations will be discussed at the first work session.	
Joe McClane, President Cambridge Walk II HOA	3/21/2011	69	Rezoning request for 5946 Halpine Rd.	Reject request to re-zone this property. Current R-60 zoning is the only appropriate zoning for this small irregularly-shaped property that only has street access on residential Halpine Road. MXT zoning would be out of character for the street, counter to the Twinbrook Neighborhood Plan, and counter to an earlier Planning Commission decision.	The Twinbrook Neighborhood Plan recommends maintaining the R-60 zone on this site if it is developed, or acquiring the site for additional park and green space, should it become available. The site was evaluated for rezoning in the context of the Twinbrook Neighborhood Plan and there were extensive discussions with the owner. At that time, the owner wanted to build a 40-unit multi-unit residential building. Staff asked the owner to provide a site analysis to determine what zones would be appropriate but no site analysis was ever provided. RMD-10 and MXT zones were discussed following testimony from the owner but the Planning Commission and Mayor & Council decided to maintain the R-60 zoning.	
Jan Ducnuigeen, DC resident who works in Rockville	3/24/2011	70	Transportation, bikes	Commutes to work in Rockville by bicycle in summer and by metro in winter. Pike is unsafe for bike riders, both on roadway and on sidewalk. Supportive of Plan in terms of separating buses and bikes from mainline auto traffic. Supports alternative #2 of the intersection designs in Ch. 5 (see Figure 5.9 on page 5.12) as safer for cyclists. In favor of improving conditions for auto drivers, transit users, cyclists and pedestrians.	Plans for bicycle movement in the corridor will be part of the transportation work sessions. Staff agrees that a shared bike/bus lane is an improvement over current conditions.	
Montgomery County Planning Board, MNCPPC, Francoise M. Carrier, Chair	3/22/2011	71	Plan vision, BRT	Mo. Co.Planning Board is supportive of Plan vision to transform Pike into a more walkable and transit-supportive urban community, its recommendation to consider greater levels of congestion and reduced parking standards in the vicinity of the Twinbrook Metro station, enhancing transportation demand management requirements, and the investigation of innovative financing mechanisms. Concerned about relationship of Plan and county's BRT study. Local bus lanes could limit potential for integration into a more comprehensive BRT system along the Pike. The White Flint Sector Plan has explicit language indicating that the BRT study will be used to make a final determination of the MD355 ROW through its study area and the location of transit along it. Recommends that Rockville's Plan do the same.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions.	

Tim Wojan, 520 Lynch Street, Rockville	3/24/2011	72	Plan vision, bikes, retail	Change the Pike from a negative to a positive. Do not miss out on the high income creative class that is attracted by the possibility of an active lifestyle and opportunities for street level interaction. Make biking safer and improve connectivity. Much retail can still exist in a less auto-oriented corridor. Big box retail will become less viable in the future.	These topics will be addressed in the transportation and economic development work sessions.	
Kim Nordheimer, Rockville Pike Joint Venture Ltd. Partnership (Owners of Wintergreen Shopping Center)	3/25/2011	73	Form code, density, phasing, signage, extension of Fleet and Jefferson Streets.	Innovative and far-reaching Plan, but needs greater flexibility of design standards; ability to phase implementation; provide adequate incentives for redevelopment (density and public contributions), recognize the continued need for adequate signage. Support extension of Jefferson and Fleet Streets.	The street extensions will be discussed as part of transportation work sessions. Other topics will be covered in the land use /Form Code work sessions.	
Rockville Bicycle Advisory Committee (RBAC), Nancy Breen, Chair	3/25/2011	74	Transportation, bikes	RBAC strongly supports the Rockville Pike Multi-Modal Boulevard Reconstruction Project. It will improve efficiency & safety of the Pike; add a continuous lane exclusively for buses & bikes that will increase bike safety and encourage bicycle use; enhance the physical environment; implement Smart Growth principles; reduce pollution from transportation; reduce accident rates and congestion; promote private investment & economic development; promote public health & physical activity. It will be critical for the bus/bike lane to have prominent pavement marking and signage indicating the dual purpose of the lane. The Rockvile Police Dept. will need to strictly enforce it to avoid other motorized vehicles double parking in the lane. If these conditions can not be met, RBAC would prefer a dedicated bike only lane. RBAC supports intersection Alternative #2 as safer for bicycles and pedestrians. More connectivity between Pike and areas to the east are needed as well as linkages north and south. Also need convenient sheltered bike parking and well maintained sidewalks and bus/bike lanes.	Bicycle movement will be included as part of the Transportation work sessions. The bicycle system will also be reviewed as part of the revisions that will be made to the Comprehensive Master Plan over the next two years and which will include recommendations on possible connections to adjacent activity centers and communities.	
Montgomery Bicycle Advocates (MoBike), Jack Cochrane, Chair	3/28/2011	75	Transportation, bikes	Support Plan vision and effort to accommodate bicyclists. Recommend a multi-way model similar to K Street, NW in DC where drivers in the service lanes may turn right or go straight with the light (no stop sign). Drivers in the main lanes do not turn right. This model is safer for bicyclists and allows them to proceed straight through intersections with a green light. Photos of K Street are attached to the testimony as illustrations of the intersection operations. MoBike is not opposed to the proposed shared bus/bike lane though they prefer dedicated bike lanes because buses intimidate some riders. Mobike strongly prefers the Draft Plan's Alternative 2 over Alternative 1, but feels that the K Street model is superior to both of the Draft Plan alternatives. The Collector, "A", and "B" streets should all have adequate space for bikes in the form of bike lanes or widened outside lanes. It is essential to create a bike/pedestrian connection between the Pike and Lewis Avenue. MoBike supports building a bike/pedestrian bridge over the railroad tracks between Twinbrook Parkway and Edmonston Dr. and a better connection close to Twinbrook Parkway.	Bicycle movement and the Rockville Pike boulevard design and operations will be included as part of transportation work sessions. The Draft Plan's collector and "B" streets do not have dedicated bike lanes; "A" streets do . No pedestrian/bicycle connection is recommended in the Draft Plan across the Metrorail tracks. The Draft Plan instead recommends "improving the quality of the walking experience along Lewis Avenue on the east side of the Metrorail ROW. Sidewalks and tree planting would then facilitate walking from the Twinbrook neighborhood to the Pike. The notion of pedestrian bridges across the Metrorail ROW could be revisited in the future as redevelopment along the Pike might make such a costly and complex undertaking desirable" - page 5.15.	
Susan Fonner, 1705 Mark Lane Rockville MD 20852	3/30/2011	76	Traffic	Concerned that the Draft Plan will make traffic congestion worse as it is focused primarily on buses, bikes and wider sidewalks. Does not want to lose free parking at stores that exists now. The Pike works now as a shopping street and produces significant revenues for the City. Deal with the traffic issues without doing damage to the present social and economic structure of the Pike.	Facilitating other modes of travel (transit, walking and biking) is one of the primary tools for relieving traffic congestion in the corridor. Expanding the street network would also provide route options to help relieve congestion. Retail is envisioned to continue to be an important economic driver in the corridor; however, the City of Rockville does not receive any revenues from retail sales - only property and hotel taxes. The City would not be expected to take over parking. Any charges for parking would be at the discretion of the property owners.	
Montgomery Co. Fire & Rescue Service, Richard R. Bowers, Fire Chief	3/30/2011	77	Transportation/ Fire & rescue vehicle movement/ mixed uses	MCFRS supports the Draft Plan's recommendations for improving traffic flow along the Pike. Adjusting the CLV standard is a concern but the boulevard design, expanded street network, and a more flexible system of infrastructure capacity allocation should result in improved traffic flow along the through lanes of the Pike which should minimize response time delays for fire-rescue vehicles and will provide alternate response routes. MCFRS is pleased to see inclusion of statements in the Draft Plan that address emergency vehicle movement within the access lanes. The most recent County Road Code requires 8-foot wide parking lanes to accomodate wider vehicles such as fire-rescue apparatus and buses. MCFRS encourages the City to do the same. MCFRS is not in favor of the proposed realignment of the Twinbrook Parkway/Rollins Ave./Pike intersection. The current alignment minimizes response times to points east of the Pike along Twinbrook Parkway. Vertical mixed-use redevelopment will increase density and, therefore, fire-rescue incident call load which will challenge MCFRS operational capacity.	The Pike's boulevard design calls for 7-ft. parking lane width. The argument for increasing this to 8 feet can be discussed in the transportation work sessions. There has been other testimony from Chapman Avenue property owners against the proposed realignment of the Twinbrook Parkway/Rollins Ave./Pike intersection. The Draft Plan recommends the realignment to provide even blocks to improve pedestrian crossings and better circulation along the corridor and a perpendicular intersection to improve turning movements and sight distances. The pros and cons of this realignment should be discussed in transportation work sessions. The City's police department agrees that vertical mixed-use development presents different challenges than low density single-family development. However, the densities proposed in this Draft Plan are generally less than those recommended in the 1989 Rockville Pike Corridor Plan and generally comparable to current zoning. Mixed uses have been envisioned for the Pike for several decades. Maintaining high levels of public safety will be an important consideration as redevelopment occurs.	
Karen Raskin, no address provided	4/4/2011	78	Plan vision, traffic, density, garage parking, APFO	Dislikes parking garages; does not feel safe in them and does not want to pay to park for quick errands. There is already too much traffic on the Pike, especially on weekends. The Draft Plan's proposed ten lanes of traffic and increased density will make the problem worse. Prefers the convenience, affordability, and variety of shops on the Pike compared to Town Square. Concerned that the APFO for school capacity would have to be weakened for the Plan to be implemented. She has not met a citizen who likes this Plan and thinks it should be stopped.	Draft Plan vision and core recommendations will be discussed at the first work session. The Draft Plan's proposals to shift travel modes, separate local from through traffic and add street network are intended to relieve traffic congestion along the Pike. The densities proposed by the Draft Plan are generally comparable to current zoning. The mix and types of retail allowed on the Pike are not required to change per the Form Code but the buildings will need to meet the form/architectural, etc. standards of the Code if they redevelop. Structured parking will be a topic for land use/Form Code work sessions.	
Western Montgomery County Citizens Advisory Board, Jeffrey Hearle, Chair	4/4/2011	79	Transportation, boulevard design and White Flint Sector Plan, BRT	Members appreciate CPDS staff reviewing the Draft Plan with them. The Board supports the vision of the Draft Plan but is concerned about the incompatability between the City's boulevard design and the White Flint Sector Plan and the lack of BRT in the City's Draft Plan. The Draft Plan does not address integration with adjacent plan areas or consider proposed redevelopment plans that will affect the Draft Plan assumptions. The Plan addresses local traffic congestion but not the effects of through traffic commuting. Per the Draft Plan, pedestrians would need to cross 10+ traffic lanes to cross the Pike which is a safety concern and poses obstacles for the disabled. Turning movements by vehicles on the service lanes also present safety concerns and are confusing. The board urges consideration of alternate designs for the boulevard and alignment with the White Flint Sector Plan. Allow the two Glatting Jackson transportation teams to reach a consensus.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions. The County's Bus Rapid Transit (BRT) Study is expected to be released in Spring 2011 and will have some impact on this issue. The White Flint Sector Plan's centerline BRT cross section requires transit users to always have to cross three lanes of traffic plus a parking lane, whereas the transit location on the outer access lane in the Draft Plan's cross section requires that pedestrians cross a longer stretch of roadway but half the time because they are deposited right at the land uses the other times.	
Ellis J. Koch, representing owners of 1190 Rockville Pike	4/6/2011	80	maintenance of service road infrastructure	There is a stormwater management inlet and system directly under the current service road that fronts this property that is proposed for bus transit in the Draft Plan. If buses begin to use that service road, it will greatly increase the weight on the system and wear and tear on the inlet. Provisions must be made to transfer maintenance responsibility to the City or to WMATA. Similarly, if there is a bus stop in front of the property, WMATA or the City should maintain the surrounding sidewalk.	The City's Public Works Department will need to address these concerns. All storm drains and the service roads would be designed to handle buses and other heavy vehicles. Work session discussions will be taking place with WMATA which could include discussion of the maintenance of bus stops as well as how WMATA and/or Ride-On envision bus service along the Pike.	
Patrick Zimmerman, 702 Maple Avenue, Rockville, MD 20850	4/8/2011	81	Plan vision	Supports Plan vision, the Form Code, mixed uses and increased density - especially near Metro. Looks forward to the acceptance, development and implementation of the Plan.	The first work session will address the Draft Plan vision and core recommendations.	

Willco Companies/ Jason Goldblatt Site: 12401 Twinbrook Parkway Rockville	4/12/2011	82	Form Code; zoning and density for this site.	Written version of oral testimony provided at the March 9, 2011 Public Hearing. See Exhibit # 24.	General and site specific issues that should be addressed in Form Code work sessions.	
Pat Harris, Holland & Knight	4/12/2011	83	Form Code, APFO	Written version of testimony provided at the March 16, 2011 Public Hearing. See Exhibit # 43	These issues will be included in land use/Form Code work sessions. Building heights in the MXTD zone are comparable to the Form Code's urban core (zone with greatest building height). However, the urban core zone is geographically smaller than the corridor's MXTD zone so some properties, particularly on the east side of the Pike from north of Congressional Lane to Twinbrook Parkway, are placed into the urban corridor zone which has lower heights. The APFO also will be an important consideration during work sessions.	
Tony Greenberg, JBG Companies, representing multiple properties in Plan area	4/12/2011	84	BRT, APFO, Form Code	Written version of testimony provided at the March 16, 2011 Public Hearing. See Exhibit # 45	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions. Work sessions on the form Code will address differences between it and the existing mixed use zones in the corridor. The APFO will also be an important consideration during work sessions.	
Rockville Economic Development, Inc.	4/13/2011	85	Economic development	Does the Plan create sufficient economic value for the City? What are the costs of the improvements and what portion will public sector pay for? What costs will be borne by the private sector? What funding sources are proposed? Will tax revenues generated by redevelopment cover the costs of the infrastructure? Answers to these questions and thorough analysis are needed to determine if the Plan is economically feasible. Not clear if property owners can realize sufficient economic return to redevelop. REDI is concerned that the Draft Plan does not provide the vision, flexibility or incentives to support its desired retail outcome. There needs to be more flexibility in the Form Code. Urges the City to slow down the process - the Draft Plan is complex and much more time is needed to get it right. Recommends that a retreat of stakeholders be organized, similar to the approach used during the planning of Town Square.	These are important issues for economic development, financing, and Form Code work sessions.	
Pat Harris, Holland & Knight	4/15/2011	86	Retail visibility, parking, Pike cross section, BRT	Majority of retailers are reliant on impulse shopping and must be visible to be successful. The Draft Plan's cross section sets stores back more than 58 feet from the major section of the roadway, thus compromising their visibility. This disability is exacerbated by the double row of trees proposed for the service median and sidewalks in front of retail. A heavily treed boulevard is inconsistent with retail economic vitality. It is also critical that adequate parking be located close to and within visual range of the entrances to ground floor retail establishments. Enough convenient "teaser" parking must be provided to at least give potential customers the perception that they have a good chance to find such a parking space. Concerned that the Draft Plan's Pike cross section does not match the County's plans for the Pike or accommodate BRT.	Most of the Pike's retail is set much further back from the main roadway in its current configuration. The Draft Plan brings stores closer to the roadway than the 1989 Pike Plan did. The balance of providing a pleasant pedestrian environment and providing sufficient visibility for retail as well as the optimal amount of "teaser" parking should be discussed in the land use/Form Code and economic development work sessions. Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. This will be an important topic for the transportation work sessions. The county's Bus Rapid Transit (BRT) Study will be released in Spring 2011 and will have some impact on this issue.	
WMATA, Nat Bottigheimer, Asst. General Manager	4/18/2011	87	Transportation	Metro supports approval of the Draft Plan & offers suggestions to improve its transit objectives. Recommends coordinating with White Flint Sector Plan and the County's BRT study. Consider moving bus lane to outer lane of the primary roadway to reduce conflicts & allow more efficient bus travel through intersections. This would require moving the medians toward the sidewalks & locating the bus stops at the medians, similar to K Street in DC. Separating buses & bikes is preferred but not always possible in an urban environment. Suggests widening the shared bus/bike lane to 15 feet. A bus only lane could be 12 feet wide. Draft Plan shows near side bus stops; Metro recommends far side bus stops to move buses more efficiently. Increase bus reliability and travel speeds through a combination of queue jumps, signal prioritization, service modification & improved passenger information. Improve transit connections to neighborhoods and commercial/retail centers. Improve connections between new development and Metro stations with wide/well-lit sidewalks & paths.	Redesign and reconstruction of Rockville Pike, including the Pike cross-section and how transit is incorporated, will involve a regional effort and significant state and federal funding. The County's Bus Rapid Transit (BRT) Study is expected to be released in Spring 2011 and will have some impact on this issue. All of these topics will be important for the transportation work sessions.	
West End Citizens Association (WECA)	4/29/2011	88	Plan vision	The boulevard vision is illusory and flawed. The Plan ignores that the Pike is a State road. There is no implementation plan or explanation of how it would be financed. Conversion of the Pike south of the Town Center would be detrimental to the interests of City residents and Town Center. Large parcels in Town Center remain undeveloped and should be the focus of the City's attention. The Plan's Form Code requires that the APFO be discarded. Most revenues generated from the redevelopment would accrue to the State and county, not to the City. There is no economic analysis in the Draft Plan. Not in favor of the intense development planned for the Pike. The Draft Plan proposes dense commercial development with a residential component similar to Crystal City and Rosslyn in northern Virginia. The Draft Plan proposes higher density than current zoning allows. WECA is opposed to streamlining the development review process and the role of Town Architect because it precludes community input and goes against the recommendations of the Communications Task Force. WECA urges rejection of the Draft Plan.	Coordination with the State & County is essential. Staff continues to be in close contact with all relevant government agencies regarding the Draft Plan recommendations, including the boulevard concept. Redevelopment along the Pike will occur over decades; properties likely will be redeveloped only when owners feel it is economically viable to do so, whether they are located along the Pike or in Town Center. Adoption of the Form Code is independent of the APFO. The Form Code is the approach to zoning. The APFO relates development approval to the existence of adequate public facilities & will be an important consideration during work sessions. The Draft Plan does include an economic analysis in Appendix B. Although some of the research is now dated, the overall economic outlook for the corridor is strong. Density & building heights in the Draft Plan are comparable to current zoning & considerably less than Crystal City, Rosslyn, & White Flint. The term "Town Architect" is generic and can be implemented in various ways. No additional staff position is recommended or warranted at this time. Larger projects would require community input & a public hearing.	
Montgomery County Department of Transportation (MCDOT), Edgar Gonzalez, Deputy Director for Transportation Policy	5/6/2011	89	Transportation	MCDOT concurs with Plan goals and development principles but has numerous comments, including the Draft Plan's inconsistency with the White Flint Sector Plan's Pike cross sections and that the Draft Plan does not address BRT. MCDOT is against the realignment of Twinbrook Parkway. Rockville should not assume that the County will pay for transportation improvements to the Pike within the City's boundaries. The Draft Plan needs to document with statistics statements in the Draft Plan that the current Pike is unsafe and that pedestrian signal timing is inadequate. MCDOT's specific concerns address pedestrian & bicycle safety, the road system's geometric layout, access lane configuration, traffic signal phasing, lack of connections across Metrorail, transit (bus) operations, CLV standards, Transportation Policy Area Review (TPAR) used by the County, BRT, non-auto driver mode share, parking reductions, congestion management, TDM, building design to promote transit use, and sidewalk snow clearance.	Redesign & reconstruction of the Pike, including the cross-section and how transit is incorporated, will involve a regional effort and significant state & federal funding. Rockville's CTR process incorporates TDM (which aims to better balance travel demand with capacity), non-auto driver mode share & other trip mitigation measures. Bike sharing & specialized parking can be considered as additional TDM elements. The Twinbrook realignment was recommended to provide more evenly spaced blocks, improve sight distances & pedestrian safety. Accident data is included in the Draft. It is clear by observance that the Pike does not promote an environment that is conducive to walking/biking. A shared bus/bike lane as proposed in the Plan is not considered ideal but is an improvement over existing conditions. Parking strategies are incorporated into the zoning ordinance. Building design suggestions to promote transit use can be discussed at Form Code work sessions. Engineering, streetscape & other follow-up studies/plans are recommended to address details; signal timing will need to be reevaluated with any design changes. All federal, state & co. standards/regulations will be followed.	

Rockville Traffic & Transportation Commission, John Telesco, Chair	4/27/2011	90	Transportation	The T&T Commission disagrees with the Draft Plan's recommendation to increase the Critical Lane Volume (CLV) Standard in order to reduce the number of intersections along the Pike that exceed the CTR-determined CLV threshold. The Draft's suggestion that reserved capacity be restored if it is not used ignores the fact that a developer may wait many years before completing build-out an approved project. T&T recommends that bus stops should be located closer than 200 feet from intersections for pedestrian safety. T&T recommends that stops be no more than 50 feet from intersections. T&T prefers the Draft Plan's Design Alternative #2 because of its accommodation of pedestrians and bicyclists. Even so, T&T has reservations regarding potential conflict between the proposed service lane and through traffic at intersections.	These comments will be addressed at Transportation work sessions.	
Carol Henn 193 Hardy Place, Rockville	5/16/2011	91	Fleet Street extension	Strongly prefers that the Fleet Street extension not be built. Pedestrian safety must be maintained if it is built, especially with the amount of pedestrian traffic generated by Richard Montgomery High School.	The extension of Fleet Street, along with all components of the proposed expanded street netowrk in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Montgomery County Public Schools, Bruce Crispell, Director, Division of Long-Range Planning	5/16/2011	92	School capacity	The north and middle portions of the Draft Plan area are within the Richard Montgomery school cluster. Feasibility studies are underway for Beall Elementary and Julius West Middle schools within this cluster to resolve space deficits at each. Another feasibility study is underway to open a new elementary school in the cluster. Most of the south portion of the Plan area is in the Walter Johnson school cluster. The schools in this cluster that would serve the Plan area are projected to remain within capacity for the next six years. A portion of the south Pike is in the Richard Montgomery cluster. A feasibility study is being conducted for an addition at Twinbrook Elementary School. The Draft Plan is not specific on annual housing projections because it allows for a mix of commercial and residential development based on market conditions. However, Appendix B shows demand for a total of 4,889 multifamily units by 2027. MCPS projects that this would generate an estimated 557 additional students. Even at 6,000 new housing units, the number of students expected to be generated would not be enough for MCPS to request that a school site be identified in the Plan.	The Draft Plan states that "if Rockville Pike's redevelopment is to accommodate residences for families, school capacity must be addressed....The timing and locations for future or expanded schools cannot be accurately projected but it is expected that students will be generated by redevelopment within the Pike corridor. The City will need to negotiate with developers, Montgomery County, and the state for funding to produce the additional school space that will be needed." (Draft Plan, pages B.25 - B.27)	
George Barsky, Germantown MD	5/18/2011 - 5/22/2011	93	Transportation - BRT v. LRT	Submitted numerous pieces of testimony. Very opposed to BRT as a transit alternative for Montgomery County and the Pike. A Light Rail Transit (LRT) system has many more attractive benefits, including increased land values and better transit service. BRT is a transit disaster, a bad long-range investment, more typically used in Third World countries, and will do little to get people out of their private cars. LRT, on the other hand, is in service or being planned or built throughout the civilized world and should be considered for Montgomery County. Suggests contacting Louis T. Klauder & Associates (LTK), a rail system consulting firm, to get their perspective on rail v. bus. Testimony includes links to several videos/Web sites.	BRT and other transit options will continue to be topics of transportation work sessions.	
Jane Hoddinott 607 Goldsborough Drive Rockville	5/19/2011	94	Fleet Street extension	Opposed to the extension of Fleet Street. Though she understands that the extension is logical and would offer convenience, she is concerned about adding another street and more traffic, given the large number of high school students who leave the school at lunch time and after school and are often distracted. The combination of more traffic and young, distracted pedestrians could be dangerous.	The extension of Fleet Street, along with all components of the proposed expanded street netowrk in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Hong Zhao 14329 Harvest Moon Road, Boys, MD 20841	5/19/2011	95	Fleet Street extension	Pedestrian safety is critical, and a developed Fleet Street in front of RMHS is of concern. More traffic could pose danger to RM students before school, at lunch time, after school and during athletic and other events held at RM in the evening and on weekends. Please seriously consider the safety of our kids first!!	The extension of Fleet Street, along with all components of the proposed expanded street netowrk in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Bill Burchett 119 S. Adams Street, Rockville	5/19/2011	96	Fleet Street extension	Opposed to the extension of Fleet Street as it would pose an additional and unnecessary safety risk to Richard Montgomery High School students, staff, and the entire community. The extension would put many more cars on Fleet Street that would pass directly in front of the school. It would divert traffic off the Pike onto secondary roads and make them less safe. The school is one short block from the Pike and students visit local businesses at lunchtime and after school. Creating a higher occupancy cut-through road directly in front of the school is a bad idea.	The extension of Fleet Street, along with all components of the proposed expanded street netowrk in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Katherine Owens 4 Vashi Ln., Rockville, MD 20852	5/22/2011	97	Plan vision / redevelopment	Lives in Hungerford. Very excited about redevelopment for the Pike. People are not aware of the great things that Rockville offers because the ugliness of the Pike hides it. Wants to see the Pike change positively like Bethesda has done and draw people to the City. Town Center is great - but we need the Pike to also be great to change people's perspectives.	Redevelopment of the Pike will be addressed primarily in land use and Form Code work sessions. However, the multiway boulevard concept and other transportation elements interact closely with the land use recommendations of the Draft Plan.	
Senator Jennie Forehand	5/23/2011	98	Fleet Street extension	Supports Richard Montgomery High School leaders' concerns about pedestrian safety and the proposed extension of Fleet Street in front of the high school. Added traffic could pose danger to students walking near the school during and after the school day and during and after evening and weekend events. New roads must be accompanied by improved safety measures. The Senator also offers assistance for the Pike project on the state level.	The extension of Fleet Street, along with all components of the proposed expanded street netowrk in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Susan O'Shaughnessy 9 Blueberry Ridge Court Rockville, MD 20854	5/23/2011	99	Fleet Street extension	Richard Montgomery High School parent is concerned about increase of traffic if Fleet Street is extended. Cites fatalities at Wootton High School which is on a major commuter road.	The extension of Fleet Street, along with all components of the proposed expanded street netowrk in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Barbara Sears & Samantha Mazo Linowes & Blocher, on behalf of Woodmont Country Club	5/23/2011	100	Woodmont Country Club	Supports recommendation to rezone club property frontage to the Form Code. Plan should make clear that this zone (Urban Corridor?) will pertain to the entire portion of the Club's frontage property within the Plan boundaries. Requests that the Draft Plan be modified to recommend that only the "B" street be constructed if Woodmont CC develops its frontage within the Plan area boundaries and to remove any recommendation for the Jefferson Street extension. Requests that the language on p. 5.17 of the Draft Plan be modified to only recommend a "B" street if the Club develops the frontage and not if only the properties north of the Club redevelop. Also request that the Form Code's lot width and depth requirements applicable to the frontage portion of the Club property be amended to allow for reasonable development in furtherance of the Draft Plan's goals. Offers the participation of planning & zoning consulatant Jon Eisen in an upcoming work session to demonstrate and explain the latter request.	The extension of Jefferson Street in addition to or in lieu of the "B" street will be evaluated during transportation work sessions. The proposed zoning of Club property within the Plan area boundary that does not fron the Pike needs to be clarified.	

Susan Donohue 676 College Parkway, Rockville, MD 20850	5/23/2011	101	Fleet Street extension	RMHS parent refers to and agrees with Bill Burchett's testimony (see exhibit # 96 above). Has also personally observed high level of pedestrian traffic near the high school and the fact that many kids are distracted and not paying attention to their surroundings and traffic. Teenagers walking near the high school coupled with increased traffic is a hazardous mix. Students are around at all times of day and evening, not just during school hours so drivers have to be extra cautious even when school is not in session. Extending Fleet Street is not a reasonable solution to the high traffic volumes on Rockville Pike.	The extension of Fleet Street, along with all components of the proposed expanded street network in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Richard Montgomery PTSA Executive Committee, Gail Rothberg, President	5/24/2011	102	Fleet Street extension	Committee expresses formal opposition to the proposal to extend Fleet Street as it will bring extensive traffic in front of the high school, especially during "rush hour" times. The school is a community facility and is used throughout the year during the day and evening. The opportunity for drivers to use Fleet Street to bypass the intersection of the Pike and Rt. 28 will lead to even more traffic in front of the school.	The extension of Fleet Street, along with all components of the proposed expanded street network in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Charles Gross	5/23/2011	103	Fleet Street extension	RMHS parent, often drives on Fleet Street and says this cut-through would save some time but would also bring an unacceptable amount of traffic directly in front of the high school. People before traffic!	The extension of Fleet Street, along with all components of the proposed expanded street network in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Gingery Development Group, Owners/Managers of Woodmont Park Apts, 1000 block of Rockville Pike	5/20/2011	104	Woodmont Park Apartments	Apartment owner/manager of Woodmont Park Apts. Strongly opposed to the Draft Plan. Plan adversely affects their business operation. The Pike is an arterial - not Bethesda Row. Rush hour tie ups are caused by lights not width of ROWs. Draft Plan singles out and cuts into their property, taking away 70 parking spaces. The existing ROW is sufficient for its use. Turn islands should be the bus lane. Plan should mirror White Flint. Plan downzones property. FAR is unknown. APFO will make Plan moot anyway. State of MD has no money to pay for this. What do we gain in density to even consider all the aggravation?	The Draft Plan vision of the multiway boulevard is to continue the Pike as an arterial and also as a slower moving local street immediately adjacent to land uses. Woodmont Park Apartments are not being singled out. The build-to-line in the Draft Plan is closer to the centerline of the Pike than was permitted by the existing 1989 Pike Plan. Urban corridor height is slightly lower than MXCD in the middle Pike depending on floor heights since Form Code measures in stories and current zoning measures in feet of height. Middle Pike height maximums are lower than north and south Pike building heights. Staff is researching easements for entire length of Pike. APFO does not affect the vision of the Plan but much of the redevelopment would have to wait until capacity is available if APFO is unchanged. Financing options for infrastructure will be addressed in financing work session(s).	
Matt Perkins 14 Laird Street, Rockville, MD 20850	5/24/2011	105	Fleet Street extension	RMHS parent is opposed to extension of Fleet Street. Does not believe it would offer much, if any, relief from traffic congestion on the Pike and it would further erode pedestrian and resident-friendly nature of Rockville roads. Major concern is safety. Adding more vehicles and greater speeds would be irresponsible.	The extension of Fleet Street, along with all components of the proposed expanded street network in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Joan Zenzen 609 Blossom Drive, Rockville, MD 20850	5/25/2011	106	Fleet Street extension	RMHS parent opposed to extension of Fleet Street. Most drivers in the area now are also RMHS parents and are aware that students are often oblivious to drivers. Added traffic, by extending Fleet Street, will result in drivers who want to move through the area faster and who expect students to follow traffic signs/lights. The extension would endanger students.	The extension of Fleet Street, along with all components of the proposed expanded street network in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Hilia Gensheimer 728 Harrington Road, Rockville	5/25/2011	107	Fleet Street extension	Don't turn the foot path into a road. It is difficult to turn left onto Wootton from Fleet Street now. The light at the intersection of Wootton and MD 355 is long with a long line of cars. The traffic at the 7-11 in the Richie center is constant and it is dangerous for pedestrians and even cars. The shopping center is already full at dinner time.	The extension of Fleet Street, along with all components of the proposed expanded street network in the Plan area will be addressed in Transportation work sessions. Pedestrian safety implications will be considered.	
Lea Rosenbohm Brice Road, Rockville 810	5/26/2011	108	Transportation impacts; Fleet Street extension	Opposed to the Fleet Street extension as it would convert green space to pavement and there are other less costly measures that could be implemented to control traffic flow. Supports efforts to slow traffic and increase pedestrian mobility. Would prefer to see buses given a dedicated lane in the center of the Pike. Encourages City to consider implications of land use on transportation, infrastructure and the environment. Prefers that green spaces remain green but recommends that the City require the use of permeable materials in new development, especially parking lots.	The effects of land use and development on transportation, infrastructure and the environment are addressed in the Draft Plan and are important considerations. Transportation issues, including the proposed extension of Fleet Street will be addressed in transportation work sessions. The City encourages the use of permeable materials wherever appropriate. Most development along the Pike, and in Rockville in general, is redevelopment, rather than new development of green spaces.	
Jim Farrelly, 1109 Clagett Drive, Rockville	5/26/2011	109	Plan vision, retail businesses, financing	(See Exhibit #61). Twinbrook neighborhood will be highly affected by the Plan because of its proximity. The Plan will disrupt the lives and businesses of many people who have already set up shop here. The Plan will wipe out great restaurants, grocery stores, and other businesses in exchange for high-end retail and residential and more congestion. Where will funding come from? The federal and state governments are not in the position to provide funds. Developers can not foot the bill. The City will have to fall back on its excellent bond rating to pay but the developers, state and county will reap most of the benefits.	The Draft Plan does not envision a future of exclusively high-end retail; but rather a mix of chains and local retail. It also recommends strategies for assistance to small businesses. Redesign and reconstruction of Rockville Pike will involve a regional effort and significant state and federal funding. Full implementation of the Plan is not expected to happen in any near time frame. The Draft Plan assumes a multi-decade timeframe. Financing will be the topic of one or more work sessions.	
Beth Schaffer 1309 Templeton Place, Rockville, MD 20852	5/27/2011	110	Plan vision	Woodmont Overlook resident supports the Draft Plan and hopes it can become a reality. Looks forward to more residential areas, mixed uses, and a more pedestrian friendly environment. Notes that curb cuts can be difficult for pedestrians.	Mixed uses, including residential, and making the corridor more pedestrian, bicycle and transit friendly are major objectives of the Draft Plan.	
Shulman Rogers, Larry A. Gordon, representing DARCARS	5/27/2011	111	Form Code: car dealerships as allowed use	Supplement to earlier testimony (see Exhibits # 48 & 49). Need to retain auto sales and service dealerships as uses by right within the Plan area and to facilitate future modernization, expansion and maintenance of these dealerships. to be consistent with current zoning, allow for motor vehicle sales and service uses in the Form Code for all Urban Corridor frontages; delete nonconformities provisions from the Form Code, Sec. 1.10.9, and replace with nonconformity provisions of the zoning ordinance; more clearly describe uses allowed and development regulations for properties with more than one street frontage - recommend using primary frontage as the designating frontage.	Allowable land uses and nonconforming uses will be discussed in the Form Code work sessions.	
Karen Voight, President of Village Green Condominium	5/27/2011	112	Jefferson Street extension	Representing Village Green Board of Directors and residents. Opposed to any extension of Jefferson Street and/or a bicycle path through Woodmont Country Club and objects to linking the street extension or bike path to any development on the Club's frontage property. Attached testimony dated November 14, 2001 that was submitted for the 2002 CMP which addressed the same issue and noted that the street extension would destroy forest, green spaces & wildlife habitat; adversely affect the character of the neighborhoods that border it; negatively affect the safety, health & economic well being of those neighborhoods; not reduce traffic on the Pike; create a traffic log jam at the Jefferson/Montrose intersection; cause extreme congestion on E. Jefferson St; create traffic problems in the communities surrounding Jefferson St.; and would limit the future development options of Woodmont Country Club.	Staff recommends that the City reserve flexibility regarding the threshold for when the Jefferson Street extension should be considered. The Jefferson Street extension was not included as a recommendation in the 2002 Comprehensive Master Plan.	

Kai Hu 803 W, Edmonston Drive, Rockville, MD 20852	5/27/2011	113	Fleet Street extension	Suggests moving the alignment of the proposed Fleet Street extension to the middle of the existing Ritchie Plaza shopping center to reduce the impact to the Hungerford neighborhood and to create the opportunity for redevelopment of Ritchie Plaza and Wintergreen Shopping Center. Included several drawings to illustrate his ideas.	The extension of Fleet Street, and its possible alignment along with all components of the proposed expanded street network in the Plan area, will be addressed in Transportation work sessions.	
Stephanie Codrea 1600 Crawford Drive, Rockville, MD 20851	5/29/2011	114	Plan vision	Rockville is in the suburbs. If people want to live in the city let them move to DC. Montgomery County and particularly Rockville are overly developed now. You don't care what the public thinks. Rockville Pike is totally congested now so naturally we want to turn the parking lots into stores and do what with the cars? In case you politicians haven't noticed, parking garages aren't very safe. The Plan is a joke and is probably already in place.	Building heights and density recommended in the Draft Plan are comparable to existing zoning for the corridor. Following review and revisions by the Planning Commission as informed by public testimony through September 30, 2011, the Planning Commission Draft will be forwarded to the Mayor and Council who will also hold public hearings and reopen the public record for additional comment before a final Plan is adopted.	
James F. Whalen, President Investment Properties, Inc.	6/3/2011	115	Land use/Form Code	Representing owner of 801-807 Rockville Pike (Congressional Motors site @ sw corner of Pike and Wootton Pkwy.) Requests that City/SHA propose an alternative Pike alignment in this area to allow this property to remain commercially viable in its current configuration. Proposed road widening renders retail buildings unuseable and limits utility of auto showrooms. Proposed limited access to property is too restrictive for its size and development potential. City should memorialize intent to allow new access point at intersection of Wootton Pkwy and Fleet St. as shown in sketch attached to testimony. City must recognize the unusual configuration and road frontage of this property by exempting it from the Plan requirement to create new blocks for redevelopment of more than 2 acres or else provide that if a property has access to existing multi-lane streets in front and rear, that the only new required connection be a new road connecting the existing streets. Requests that the City reduce the minimum required upper floor ceiling heights (floor to finished ceiling) to 8.5 ft. Bulkheads that conceal ductwork should be permitted. Suggests that this property should have same height as permitted with Urban Core Frontage given its proximity to Metro and other attributes. Draft Plan does not recognize the disparity in height between buildings designed for different uses. Concrete v. stick-built construction methods, codes and costs need to be considered. LEED incentive might not be any incentive if it is not economically prudent to build 5-8 story buildings anyway. Appropriate incentives are needed to encourage redevelopment and allow the transformation of the Pike to occur.	Staff recommends that the Planning Commission consider inviting a selection of developers and/or Pike corridor property owners for one of the land use/Form Code work sessions to work through some of these issues that may also have impacts on other properties in the corridor.	
Sue Seboda, President, Congressional Motors Inc. 801 Rockville Pike, Rockville MD, 20852.	6/14/2011	116	Form Code, Financial incentives, Fleet Street extension	Plan must address the needs of properties & businesses that are not ready for redevelopment. Thriving businesses could be forced to close if they are required to redevelop according to the Form Code when they just want to update & improve their current facilities. Suggests specific language be added to the Form Code, Section 1.10.9(F), to allow existing businesses to remain competitive when updating facilities to accommodate the same use or conform to changed market conditions or standards. Re: incentives: redevelopment will only occur if the income from the finished product exceeds existing income and to the extent it provides financial justification to absorb the costs of redevelopment and interruption of business. Property owners need an appropriate return on investment to have enough incentive to redevelop. Requests that the Draft Plan indicate a full intersection at Wootton and extended Fleet Street that could serve their property. Requests exemption of requirement that blocks be less than 2 acres for this property due to its unique configuration.	Staff recommends that the Planning Commission consider inviting a selection of developers and/or Pike corridor property owners for one of the land use/Form Code work sessions to work through some of these issues that may also have impacts on other properties in the corridor.	
Cheryl Camillo 7 Dale Drive, Rockville MD 20850	6/29/2011	117	Development Principles, Land uses	Proposes a suggestion to add to Development Principles - that existing buildings be reused/renovated/rehabilitated/refurbished before any new structure is built. New buildings are built while existing ones remain empty and unused.	Property owners may redevelop or build on their properties according to the zoning ordinance and other City regulations. Generally property owners and developers react to market conditions and build when there is perceived demand for the use. The City can not force owners of properties to renovate buildings outside of these regulations and building codes or require them to build to wait until existing buildings are occupied.	
Jim Whalen, President Investment Properties, Inc.	6/29/2011	118	Land use/Form Code	Managing member of Edmonston Properties LLC, owner of 1010-1060 Rockville Pike which is a long and very narrow property on the east side of MD 355 within the study area. Requests that alignment of Pike in the vicinity of this property be reconsidered to allow the property to remain economically viable in its current configuration. Requests that the draft plan be amended to exempt this and other unusually narrow properties adjoining the railroad tracks from the requirement to create new blocks with new streets perpendicular to the Pike if the site is larger than 2 acres. Requests that minimum upper floor ceiling heights be reduced from 10 feet to 8.5 feet and that bulkheads to conceal ductwork be allowed.	Staff acknowledges that properties on the east side of the Middle Pike (see page 5.17 of draft for map that shows this property) are faced with particular obstacles such as those outlined in this testimony that should be addressed during the Form Code work sessions.	
Elaine Joselovitz 5918 Lemay Road, Rockville MD 20851	6/30/2011	119	Plan vision	Twinbrook resident is concerned about overdevelopment and congestion and that small businesses will not be able to afford to stay in Rockville. Does not want APFO weakened.	The amount of development that would be allowed by the draft plan is comparable to what would be allowed by current zoning in the corridor. The draft plan does not require that properties be redeveloped and it is not a proposal for development projects. It provides a framework and policy direction for land use decisions and proposes methods to regulate future development and guide investment in infrastructure. There is no proposal in the draft plan to change the school standard within the APFO. It does state that the school capacity issue needs to be addressed. The draft plan does recommend considering revised traffic standards in the APFO as one of several approaches to the challenge of congestion.	
Robert Harris, Holland & Knight representing Rockville Associates, Inc., owner of property at 1500 Rockville Pike	7/12/2011	120	Form Code, APFO, alignment of Chapman Ave., City regulations in urban environment	Property is located near Twinbrook Metro station and is zoned MXTD. Strongly supports objectives of the Draft Plan. In favor of extending Chapman Avenue but it will take away 25-40% of their developable land. Suggests that development standards in the Plan allow for sufficient height and flexibility for the property to be redeveloped and also provide the land needed for the road extension. The alignment of Chapman Ave. must also allow for reasonable redevelopment of the property. Suggests that Chapman Avenue should be located about 120 ft. from WMATA right-of-way to allow for development between Chapman and the WMATA row. If this could not be achieved, then it would be preferable to locate the road immediately adjacent to the WMATA ROW rather than 50-60 ft. away from the tracks which would leave an undevelopable sliver of land next to the tracks. Existing MXTD zoning provides sufficient building heights and densities to justify redevelopment; therefore, prefer MXTD zoning over proposed form code standards for this site. New Form Code is unnecessary and some of its standards are too rigid. Portions of the Form Code could be rewritten as guidelines to be used in conjunction with the MXTD and MXCD zones. Allow development below and above rights-of-way (underground parking, connector bridges). Consider modifications to stormwater management & forest conservation requirements for redevelopment along the Pike. Support changes to the City's APFO & APFS provisions to allow the Pike to transform into a more pedestrian-friendly area. Consider adjusting requirements for public use space. Attached a hypothetical development model for the site to show one way of redeveloping this site.	The Planning Commission preliminarily addressed the alignment of Chapman Avenue in a transportation elements work session. See testimony #130 for another perspective from a property owner that would also be affected by the alignment of the Chapman Avenue extension. The Planning Commission will address other topics in form code work sessions.	

Mary Ann Barnes 1204 Allison Dr., Rockville, MD 20851	8/11/2011	121	traffic congestion impacts on emergency response times; costs of plan	Concerned about costs of implementing the plan and the impact of increasing Pike congestion on emergency response times. Suggests dedicating one lane of Pike for emergency vehicles only.	Redesign and reconstruction of Rockville Pike will involve a regional effort and significant state and federal funding. Financing of the infrastructure will be a topic of work sessions. Keeping emergency response times within an acceptable range is very important to the City. However, dedication of lanes to emergency vehicles only, in this 2.2 mile corridor, would have a significantly negative impact on traffic congestion in the remaining lanes and at intersections. An objective of the infrastructure recommendations of the draft plan is to reduce the reliance on automobiles and increase other mode shares in addition to other congestion management tools which would hopefully have a more positive effect on emergency response times than if development were to occur without implementing these strategies.	
Rockville Chamber of Commerce Andrea Jolly, Executive Director	8/31/2011	122	Economic Development; Business success in Pike corridor	Retail needs visibility, accessibility, signage, customer traffic and parking. Pike Plan should include a clear transition plan for existing properties to remain. Many have long-term leases and can't fully redevelop per the code but will need to modernize and expand. Eliminate burdens created by labeling properties as nonconformities. Don't limit where retail and other uses can be located. Entertainment districts should be encouraged. Expand the Urban Core and TOD area west of the Pike; include area within 1/2 mile of the metro station. Add more residential and commercial to the northern section to take advantage of Rockville metro station. Don't downzone the Pike. Provide incentives to property owners to dedicate and build the street grid. How are we paying for the Plan? What are the economics of it? How does it coordinate with the APFO? with the BRT? with the pressures and opportunities presented by the White Flint Sector Plan?	The Rockville Chamber of Commerce was represented at the economic development panel discussion with the Planning Commission on September 21 and many of these issues were raised and discussed. Many of these topics have also been raised by RED1 and/or property and business owners.	
Mo. Co. Executive's Transit Task Force	9/21/2011	123	Transportation - BRT	Rockville Pike, from the Rockville Metro station to the Bethesda Metro station, is identified as having potential for the second highest daily boardings per route mile according to the Countywide Bus Rapid Transit Study that identifies key corridors in the county that could facilitate rapid transit service. The Task Force recommends that Rockville Pike be designed to accommodate BRT with dedicated center transit lanes, including accommodation for transit stations and pedestrian access, and consistent with the White Flint Sector Plan cross section. Suggests that Rockville consider establishing a Special Tax district, such as was done in White Flint, to support future funding for the City's portion of the Pike. The Task Force also recommends amendments to Chapter 5 of the draft plan that would address the benefits of and need for rapid transit within the plan area. The Task Force further recommends that the Planning Commission approve a recommendation for an amendment to the City's Comprehensive Master Plan that approves rapid transit for all other proposed routes in the City.	The Planning Commission has tentatively recommended two alternative cross sections for Rockville Pike, one of which accommodates BRT in the center lanes of the Pike. Craig Simoneau, Rockville's Director of Public Works, serves on the Montgomery County Transit Task Force and is scheduled to provide a brief update on this issue to the Planning Commission on October 12, 2011.	
City of Rockville Human Services Advisory Commission	9/23/2011	124	Retail displacement, affordable housing for families, accomodating for those with disabilities	The Advisory Group is concerned about potential displacement of existing retail, lack of larger affordable residential units for families, and transportation accomodations for residents with disabilities.	The draft plan states that "The City could dedicate economic development resources to areas along the Pike to encourage access to small business development services and engage small buisnesses in the redevelopment process, and that there are several programs at the County-level designated to support small businesses". The draft plan recommends continuing inclusion of Moderately Priced Dwelling Units (MPDUs) in the planning area but relies on the market to determine the unit sizes to be developed.	
Clayton Harrington 625 Azalea Dr. #3 Rockville, MD 20850	9/23/2011	125	Plan Vision	Strongly supports the draft plan's goals to make better use of space on the Pike, increase green space, encourage mass transit usage and smart growth and possibly reduce traffic congestion.	The draft plan states that traffic congestion in the plan area will not be resolved by the plan, but that increased congestion can be mitigated by encouraging other transportation modes and by land use recommendations.	
Akil Lester Washington, DC (former Montgomery County resident)	9/27/2011	126	Plan Vision	Recent census data indicates that Rockville and Montgomery County are losing the ability to attract the young professional creative class generation as compared to more vibrant urban places like DC and Arlington, VA. Rockville needs to reinvent itself in order to compete economically. The draft plan's urban boulevard approach would invite a broad spectrum of highly educated individuals.		
Virginia Quesada 1217 Edmonston Drive Rockville, Maryland 20851	9/29/2011	127	APFO	Approving the draft plan would require greatly weakening the City's APFO. All City residents "gain" from the plan would be overcrowded schools, more traffic, loss of free and open parking, loss of popular small businesses and more cost.	The draft plan does not recommend any changes to the APFO with regard to school capacity and acknowledges that more capacity will need to be created to implement the plan.	
Charles Littlefield 316 South Horners Lane Rockville, MD	9/30/2011	128	Land use recommendations, Boulevard	Appreciates the work that has gone into trying to improve the Pike corridor and the ample opportunity for citizen input. Thinks building heights should be limited to 5 or 6 stories, except in Town Center. Does not want Rockville to emulate White Flint. There should be a noticeable change in moving from white Flint to entering Rockville in order to support a unique character for Rockville. Skeptical of the multi-way boulevard concept - too radical, big in scope. It will not match the vision contemplated by the Paseo de Gracia and K Street is not a good example to follow. Bikes should not share a lane with buses. There should be a continuous bike path for recreation and as a means of transport, separated from auto traffic and pedestrians. Wary of the emphasis on mixed-use development. Retail is likely in a long-term decline. Protect existing ethnic and mom and pop shops but be wary of overstauration of retail. Mixed-use is best suited to zones within walking distance of metro stations. Rockville Town Center should be the priority - don't allow expansion in the Pike area until Town Center is economically healthy. Residential development should also be limited to areas near metro stations.	Building heights recommended in the draft plan are significantly lower than those approved for White Flint. The boulevard concept is not radically different from recommendations made in the 1989 Rockville Pike Plan and is slightly less wide from building face to building face. The Planning Commission made preliminary recommendations on July 27, 2011 to change the cross section presented in the draft in order to ,a mong other changes, provide a dedicated bike path that would be separated from auto and bus traffic. Staff agrees that the amount of retail proposed by the draft plan should be further evaluated so that an oversupply is not created. The draft plan does recommend strategies for encouraging small businesses to remain or to locate in the corridor. The timing or redevelopment and where businesses choose to locate is made by private property owners, not by the City.	
Matthew J. Bell, AIA on behalf of Woodmont Country Club	9/30/2011	129	Form Code - Lot dimensions	Notes discrepancy in maximum lot dimensions shown on Tables 1.6 versus 1.2.2A in form code. Suggests increases in the code's allowable lot dimensions for the Club property fronting Rockville Pike: to 320 feet in maximum depth to permit a more feasible multifamily residential/mixed-use development; and to 500 feet in maximum width to allow more than one lot to be combined for design review and permit the Woodmont Country Club to develop its entire frontage along the Pike as a single lot.	Staff recommends that maximum block and lot sizes in the form code be further evaluated as there has been a fair amount of testimony (and as noted by the panelists at the September 14 work session) that lot and block sizes may be too restrictive at least in some portions of the plan area.	
Lerch Early & Brewer, Chtd. Bill Kominers and Cynthia Bar	9/30/2011	130	Chapman Avenue extension	Represent Shellhorne Rockville, LLC, the owner of Chesapeake Plaza at 1488 Rockville Pike. Concerned about draft plan's proposed location/alignment of Chapman Avenue. Recommend that the road be located directly adjacent to the railroad ROW to allow more of their site to be redeveloped. Porperty owners should be given the density from any land that is lost due to dedications for roads in order to provide owners with an incentive to redevelop. The placement of this road must be evaluated with respect to its impact on all properties along the railroad ROW to assure that all parcels are viable for development between the road extension and the railroad tracks.	See testimony #120 on this subject for another property owner's perspective.	